

# THE COMMERCIAL MOTOR

FRIDAY, AUGUST 25, 1961  
ONE SHILLING

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# KARRIER

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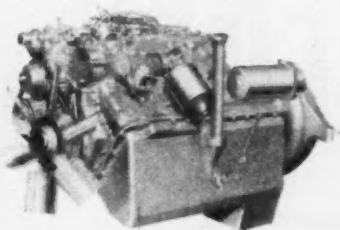


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A1

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**Tipping**

**Gears**



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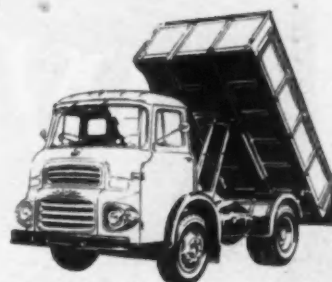
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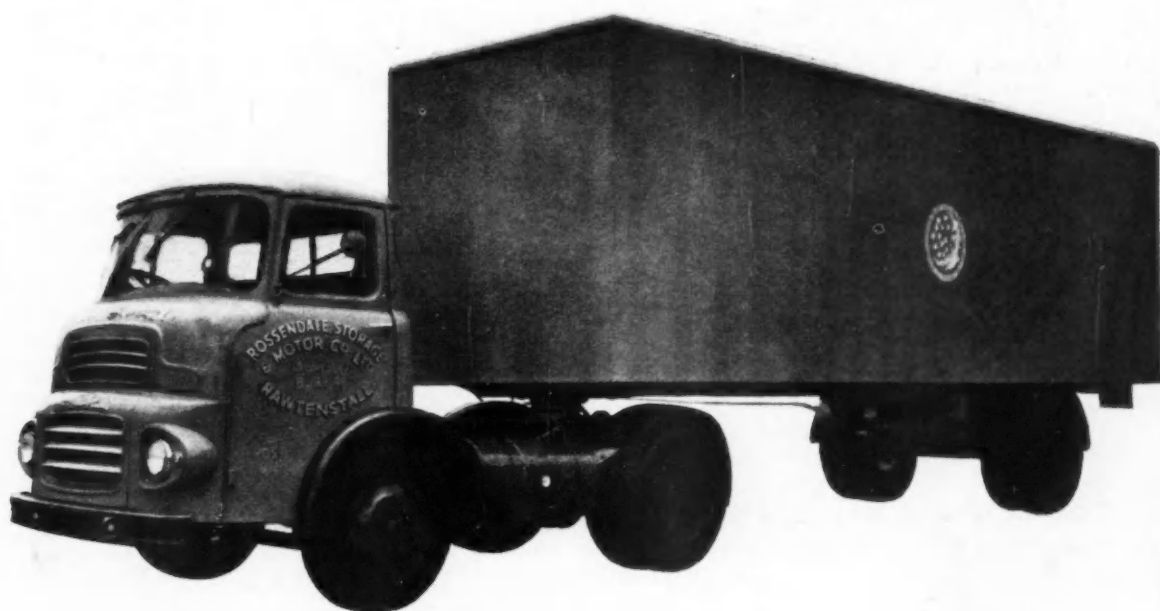
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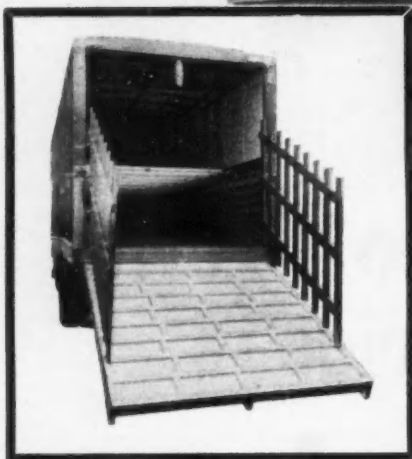
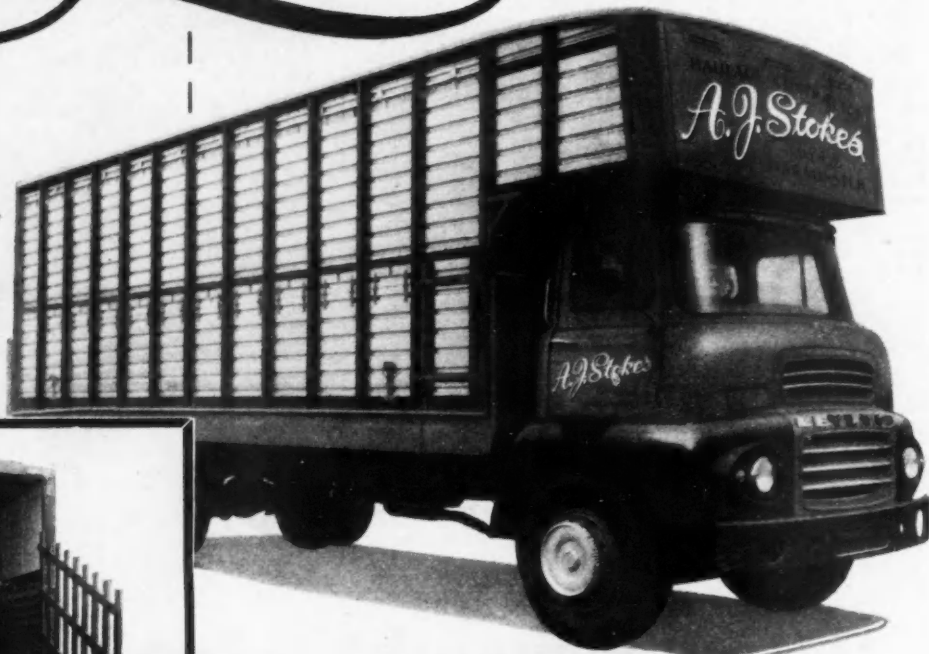
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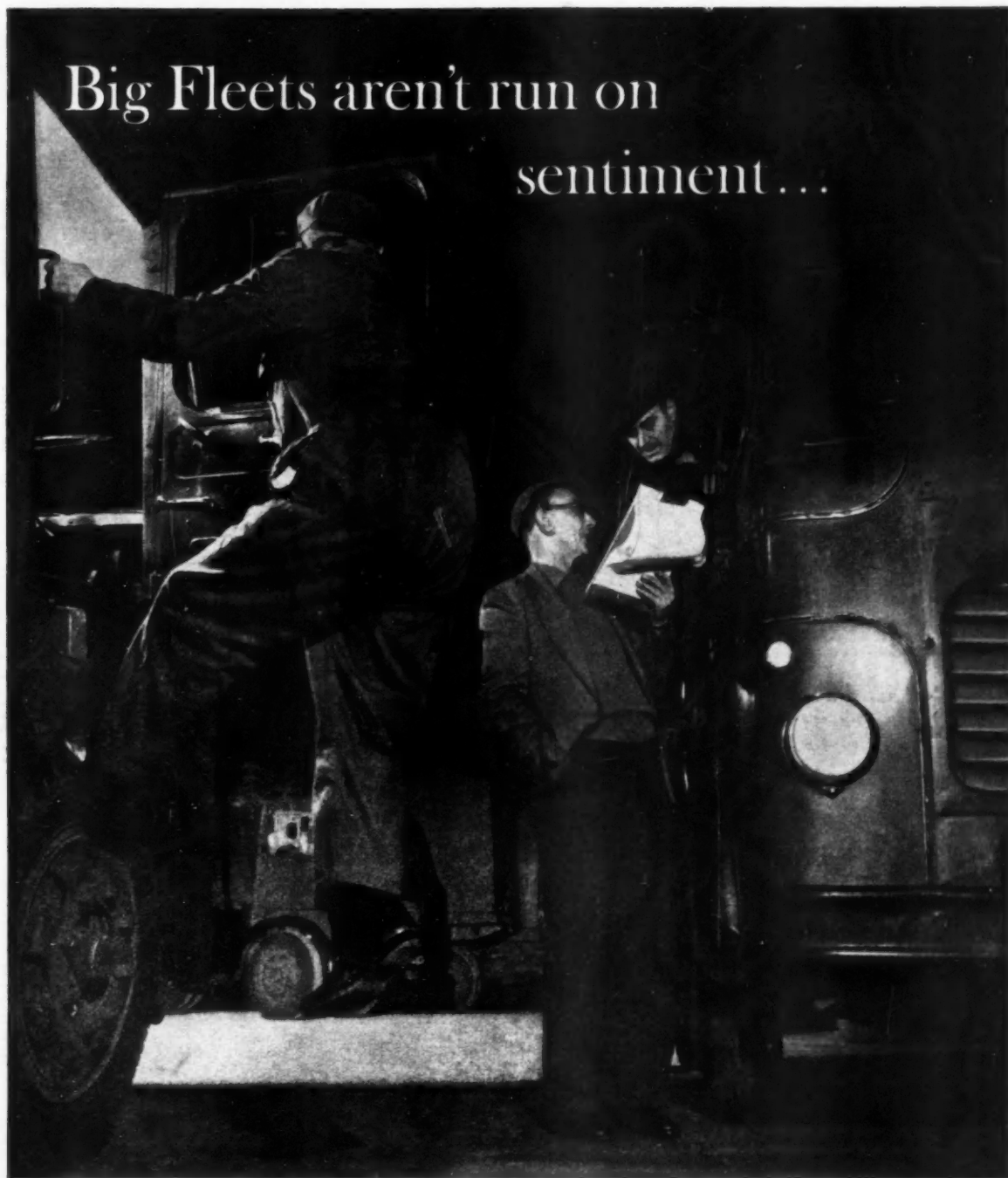
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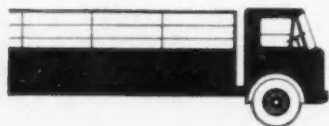
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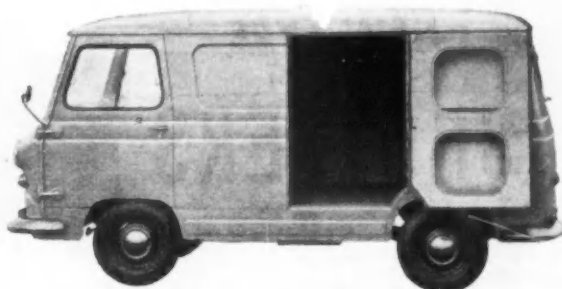


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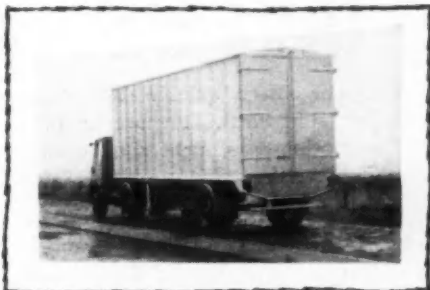
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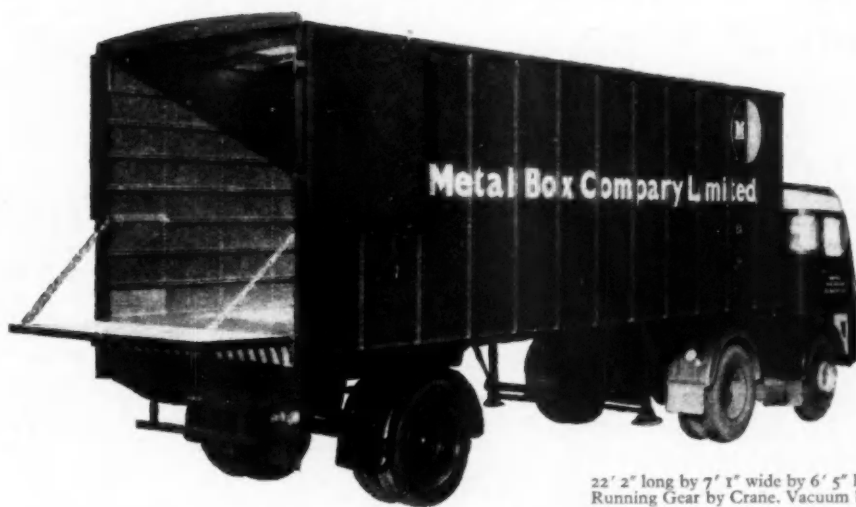
The Super-freighter was extensively tested at MIRA. It is here pictured, loaded with 12 tons of timber, travelling on the pave.



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Trade Mark



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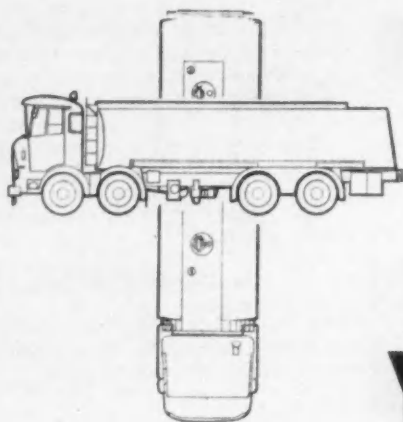
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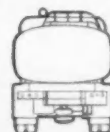




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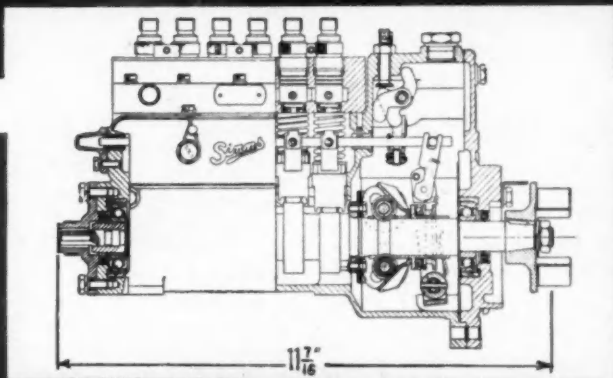
Major changes in this edition arise from recent purchase tax revisions, and alterations to licence duty rates, wage standards and the cost of fuel, tyres and other items.

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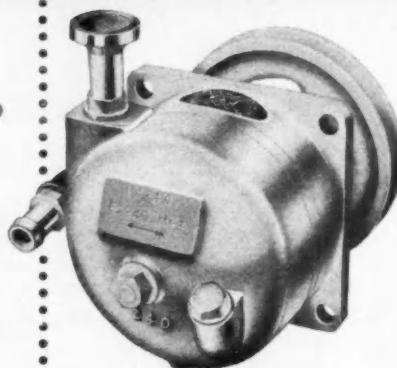
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To Telehoist Limited, Cheltenham, England.

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(name of truck)

(wheelbase) (capacity)

The nature of the work will be \_\_\_\_\_

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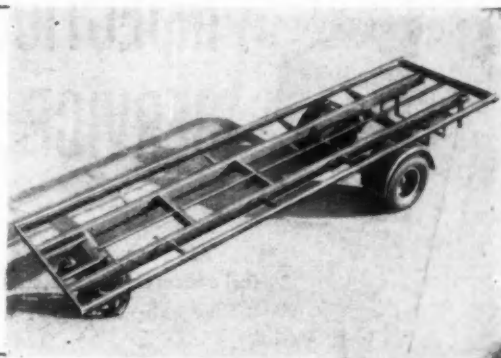
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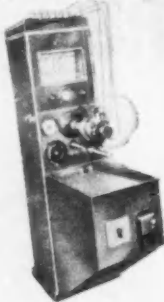
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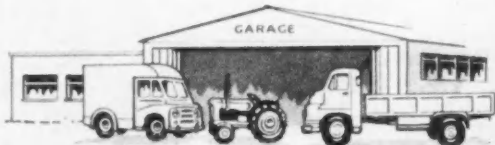
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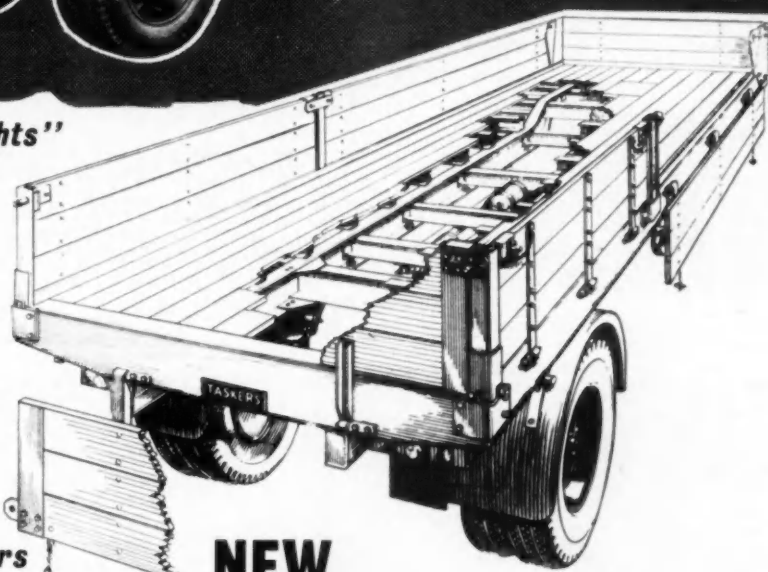


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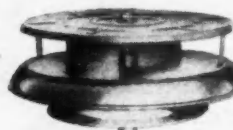
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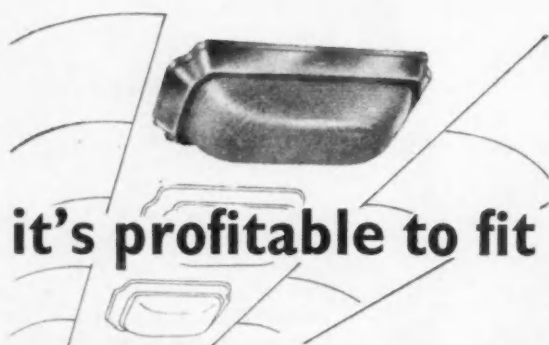
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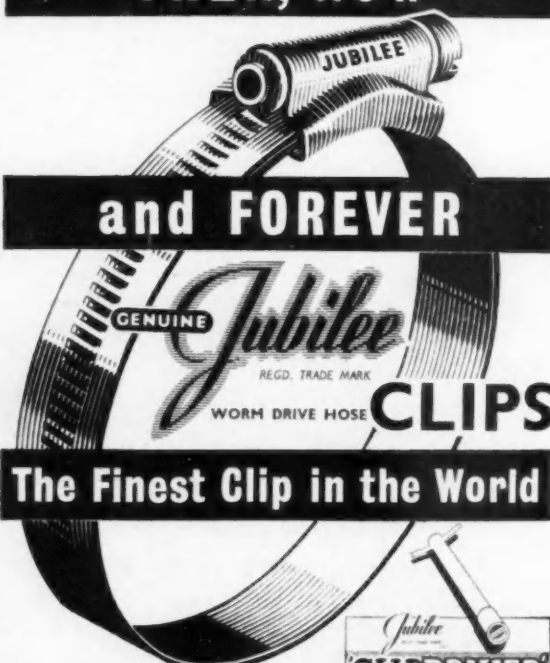
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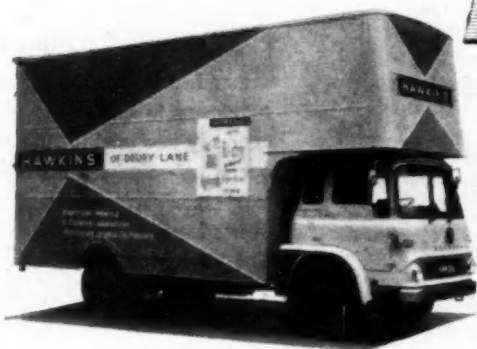
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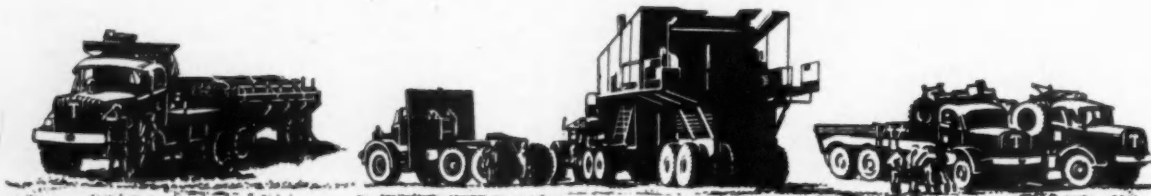
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## Spotlight on the Docks

**S**OME things get better as time passes; some things—like fuel tax—just seem to get steadily worse, no matter what is done about them.

Into this latter category falls the problem of the delays which road transport experiences in the major docks of this country, and on the approaches to them.

Much has been said over the past years about this grave problem, and about possible solutions to it. But, by and large, the problem remains, and merely gets larger as time goes by. There is danger—real danger—in a situation like this, because the people suffering from its effects tend eventually to have their senses dulled. They appreciate the ingredients of the situation, they try to resist the effects, and all the while apathy deadens their approach. Eventually it becomes "just one of those things you have to live with."

To some extent, that might be said to be the attitude of many shippers, hauliers and C-licensees towards the interminable hold-ups that are an everyday feature of docks haulage. But only to some extent. As an article in last week's issue made clear, there is already a distinct move towards increasing use of the lesser ports, which are not congested.

Earlier this year *The Commercial Motor* published an up-to-the-minute progress report on the excellent way in which the Manchester Docks authority schedules vehicles to avoid unnecessary delays. Members of the Road Haulage Association are becoming increasingly vociferous on the subject.

In March of this year the Government set up a Committee of Inquiry (the Rochdale Committee) to look into the state of our major docks and to make recommendations about improving their working. So, one way and another, there are several active efforts to overcome the problem.

### Significant Document

Already the Rochdale Committee has received a mass of information, and one of the most significant documents so far put before it was the recent final report of the London Chamber of Commerce. Although concerned with the London Docks, the document is a valuable indictment of many major docks, as they exist today.

Above all other conclusions, the report makes the major point that users of the docks (the shippers) must co-operate so as to facilitate smooth working. The report hits out hard at shippers who delay goods for the docks until the last day of the receiving period. According to British Road Services, between 30 and 35 per cent. are delivered on the last day. This vital "help yourselves" theme is one that hauliers would do well to constantly bring to customers' attention. It is equally relevant to all major docks as to London.

The report also has a go at operators. It suggests that they could assist matters if they notified the quay a day in advance what deliveries they would be making, and ensured adequate documentation.

It has a go at the Port of London Authority for not getting solidly behind the 1955 idea of setting up reception depots for small-load consignments, so as to reduce the number of vehicles at the quays. The Chamber suggests, very wisely, that the P.L.A. has a second, more determined, try at making a success of this sound idea.

Finally, the report goes flat out for improved access roads; they should receive a higher priority than they do at present.

This was a good report. If the Rochdale Committee's final recommendations are as commonsense and forthright as these—and are acted upon by the Government—a major step will have been taken to clear up our docks.

## IN THIS ISSUE

- Philadelphia's Bus Undertaking *page 110*
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## NEXT WEEK

- Four-wheels-in-line Trailers
- A Welsh Bus Fleet

## Men Who Make Transport

## Guy

**G**UY CRANE, the administrative director of Cranes (Dereham), Ltd., is endeavouring to ensure that, before long, his company will become one of the acknowledged leaders of the world trailer industry. It has already been announced that Cranes have formed a new company jointly with Fruehauf International, Ltd., a subsidiary of Fruehauf Trailer Company, of Detroit, Michigan, U.S.A., to build and sell semi-trailers. A much bigger production of trailers will be carried out, both at Dereham and in a substantial new works being built at North Walsham, a Norfolk town near the present headquarters of the firm. The new company, Crane Fruehauf Trailers, Ltd., will, it is hoped, build up to employ a considerable labour force.

I asked Guy Crane, young for his 53 years, thickset, and with a restless energy, to tell me how and why this merger had been achieved. "My father, who built the business, died in May, 1960," he said. "Until the last few years of his life he ruled it—and my brother and I as well. About five years ago he had talks in Paris with a Fruehauf executive. We had for some time known that this large U.S. trailer company was interested in setting up in Great Britain.

"For many reasons we decided to go in with them. They have very considerable reserves and have a wide field of influence in the international trailer business. But it is no one-sided bargain. We have much experience to exchange with Fruehauf."

Guy Crane told me this with some diffidence. He obviously did not want to take too personal a credit in a business which had, until the past few years, been controlled by his father and which, in any case, he manages jointly with his brother, sales director John Crane. John Crane, a skilled engineer with a Cambridge engineering degree, is

## Bird's Eye View

## Cricket Runs in the Turner Family

**A**NOTHER honour has been bestowed on the T.R.T.A.'s cricketing president, Mr. K. C. Turner. This one is, so to speak, from the "opposition." He has been elected a director of Derby County Football Club. When we included Mr. Turner in our "Men Who Make Transport" series recently, author Harold Champion told us all about Mr. Turner's love for cricket.

But he didn't tell us about the T.R.T.A. president's eldest son, Guy Turner, who has opened all this season for Repton in partnership with Richard Hutton (whose father is also a well-known cricket enthusiast, from Yorkshire). The two have chalked up a lot of big opening partnerships, and have also collared the record for a public schools first-wicket partnership, when they scored 268, both getting a century.

### Another Fuel Tax

**O**VERHEARD (where, shall be nameless): "It's all very well people complaining about 3d. extra on the price of a gallon of fuel. Do you realize that at the same time beer went up by 8d. a gallon?"

### Transport M.P.

**G**LASGOW, it seems, will almost certainly shortly be the proud possessor of a Member of Parliament who is also a genuine specialist in road transport. As such is the case, the industry is very grateful to the electors of that city (or, at least, the Bridgeton division of it).

A30

Mr. James Carmichael, the present Labour M.P. for the division, is resigning, and the new Labour candidate is Coun. James Bennett, former convener of the Corporation Transport Committee and former member of the Central Transport Consultative Committee. He is still a member of the Scottish Transport Users Consultative Committee and the Glasgow Passenger Transport Advisory Committee.

What if the Tories get in (Labour had a majority of 8,909



"Can you spare a minute, Mr. Jones?"

# Crane



*From public school to steel foundry—Mr. G. A. W. Crane.*

no less than 15 years younger than his brother, Guy.

The Crane engineering business grew out of a Norfolk village blacksmith's shop, opened by Guy and John Crane's grandfather a century ago. The smith's younger son, W. F. Crane, became a qualified engineer and, in 1913, set up an agricultural engineering business at Dereham. It was

after the 1914-18 war, influenced by contact with R. A. Dyson, of Liverpool, that Cranes began to build trailers.

It was in 1929, when Guy Crane first joined the firm, that it produced its first trailer for Pickfords, capable of taking 100-ton loads. It seemed the ultimate in trailer production. Now some are twice as big and the limiting factor is not the building of the trailers, but road engineering restrictions.

W. F. Crane chose a public school for his son's education, but later submitted him to a considerable contrast. Guy Crane, at 17, began his engineering training at a steel foundry in Fifehire, living with a steelworker and his family. It proved also to be an introduction to Left Wing politics. "It has not made me a lifelong Socialist," says Guy Crane with a smile, "but I think it has helped me to understand and appreciate the men who do the work."

He then went for a year to Dennis Bros., Ltd., at Guildford, and for two more years to the Pickfords repair depot, to Wright's foundry at Birmingham, who manufacture the famous Radiation gas stoves, and to a small factory making axles. Then, following office experience with Pickfords, Guy Crane might have been thought ready to join the family firm to train for an executive position. First, however, came 12 months of world travel as purser's clerk with the Blue Funnel Line.

## Office Untouched

The place that W. F. Crane occupied is illustrated by the fact that his office at the Dereham works remains just as he left it. Its solid furniture and general air of austerity characterize the man and his undoubted success in his chosen industry.

"I would not call myself a practical engineer," says Guy Crane. "I have a considerable knowledge of engineering—how could it be otherwise after 32 years here. I much prefer to call myself an administrator.

"I can take but little credit for the fact that we make some of the biggest and best trailers in the world. They are built under patents which we hold and the credit for the Crane technical prowess belongs to our chief designer and technical director, Mr. W. D. Chaplin.

"I spend my time looking after our general administration, policy, planning and purchasing. I have a keen interest in our promotional activities, particularly in my liaison with our advertising agents and public relations consultants. I also have an eye to all financial matters, but I have had to learn to delegate and to use the keen minds around me to the best advantage for us all. Cranes now have a most excellent team of specialist directors and executives, who contribute greatly towards our success."

## Tenfold Increase

Thirty years ago, the firm employed 25 men; this has increased tenfold. Much of this progress has been in the last six years and never have men been stood off for lack of work.

Guy Crane lives with his wife and family in a former rectory in a Norfolk village. He has three children: a daughter taking a diploma course, a daughter of 12 at boarding school, and a son who is studying at an agricultural college.

When he can get away from the cares of business, he loves to sail his 20-ft. cruiser on the Norfolk rivers and Broads. He tries his hand at oil painting, and he explores churches and country inns.

But his ability to relax away from the office is going to be severely limited during the next few months. Like his father before him, he will want to supervise everything that has to be done and, further, ensure that it is well done before Crane Fruehauf Trailers, Ltd., begin production at North Walsham next year.

C.M.H.

A31

## By The Hawk

at the last election)? Why their candidate is haulier, Mr. Malcolm McNeill.

Any addition to the ranks of transport-minded M.P.s has my vote every time.

## Wakey, Wakey!

**D**OZING at the wheel is a menace, especially on long night hauls. In an effort to combat this, a new device has been developed in the U.S. Wired into a vehicle's electrical system, the device automatically sets off a series of warning signals every 60 seconds to jolt drowsy drivers. The signals—a flashing dashboard light and an automatic sounding of the horn—can be terminated by depressing and releasing the horn button.

## Jolt

**F**AILURE to respond, however, results in a severe jolting action, which is achieved by switching the ignition on and off in rapid succession!

Personally, the device terrifies me. I cannot imagine anyone going to sleep whilst driving such a vehicle, but I'm sure it would turn me completely neurotic to be bombarded by the device every minute of an all-night haul.

## Sign of the Times

**S**EEN in a lay-by on a Lancashire main road recently—a gang of road menders having their morning tea break. Nothing very unusual about this, you say? Maybe not, except that two of the gang were taking tea and sandwiches whilst sitting in their Jaguar. . . .

## Diesel Developments In U.S.A.

UNTIL now, diesel-powered vehicles have not been much in evidence on U.S. roads but, faced with persistent demands by hauliers for more economical vehicles to offset rising costs, manufacturers are now showing increased interest in diesel possibilities.

Last year, only 2.5 per cent. of total U.S. factory sales of lorries were diesel-powered. These represented, in the main, heavy-duty vehicles. This autumn, however, many smaller lorries will have diesel engines. Studebaker Packard, International Harvester, Chevrolet and White Motor Co. are all offering diesel-engined vehicles this year, while Ford, having introduced diesels in its heavy lorries towards the end of 1960, now expects to have two new, smaller diesel units for medium-sized lorries.

## Contract Hauliers Refuse To Work For Customer

ROAD hauliers from Sheffield, Doncaster, North Derbyshire, and North Notts, refused on Monday to continue working contract A vehicles for Kingsbury Concrete Co., Ltd., of Kingsbury Road, London, N.W.9, from their depot sited at Ranskill, Notts.

Contractors said they were being asked to operate at cut rates—1s. 1d. per ton for 9- to 10-ton vehicles, against what they considered to be the average economical rate of 1s. 9d. per ton for these vehicles. Sheffield and South Yorkshire area of the Road Haulage Association was called on to mediate but Mr. P. J. Cheshire, the secretary, said they could not get any official undertaking from the company to give adequate rates for the job.

Late on Monday afternoon all the hauliers, mainly one-man businesses, were given a letter from the Kingsbury concern saying they had not made their lorries available for work and so they would be held to be in breach of contract. At one time, more than 30 vehicles were standing idle, refusing to work outside the Ranskill depot. The letters were handed to the drivers, as their vehicles waited outside the works.

It is understood that a deputation from the hauliers has been to see an official of the Yorkshire Licensing Authority.

## Expect an Indefinite Hold-up of the Haulage Pay Proposals

FROM OUR INDUSTRIAL CORRESPONDENT

THE time limit expires today for the lodging of objections to the proposals for higher pay and shorter hours, put forward by the Road Haulage Wages Council. Normally this would mean that the proposals (after objections had been heard) would then be passed to the Minister of Labour, who in due course would make an order giving them legal effect.

But all this was changed last week when the Minister, Mr. John Hare, sent out a letter to 60 Wages Councils which virtually froze the pay of more than 3,500,000 workers covered by the Councils. The meaning of the letter became quickly clear when Mr. Hare refused to endorse pay rises proposed by two of the 60 Wages Councils.

### Cannot Reject Proposals

Under the Act, the Minister cannot reject or amend proposals submitted to him by a Wages Council. He can only refer them back for reconsideration.

That is what he did. He asked the two Councils to look at the proposals again in the light of the Chancellor's "wages pause" policy.

As far as road haulage is concerned, the pattern ahead therefore appears clear. The proposals agreed by the Wages Council will be forwarded to the Minister

and, assuredly, will be sent back for reconsideration.

The trade union members will be pressing for the proposals to be resubmitted. Even should they get the support of the employers or of the three independent members appointed by the Minister—and this is by no means certain—there is nothing to stop Mr. Hare from refusing them once more.

In fact there is no limit to the number of times the Minister can send them back.

So it looks as if the proposed increases, ranging from 5s. 3d. to 6s. 3d. a week for some 130,000 drivers and mates, and the reduction of their working week from 44 to 42 hours, is off indefinitely—or at least until early next year.

That is when the Chancellor has indicated that he will re-examine the wage pause in the light of the economic decision.

## C-licensee Claims "Petty Persecution"

A STRONG protest against "petty persecution" and "astonishing lack of imagination or sense of proportion" was made by the managing director of Somerset Motors, Ltd., at Cullumpton (Devon) magistrates' court last week.

The company was summonsed for failing to cause a current record of work to be kept by one of their van drivers and a plea of guilty was entered. But Mr. A. G. Wilson, managing director of Somerset Motors, put in a 1,100-word statement in which he attacked the stupidity of the regulation being applied to such vehicles as theirs, which were in constant use by different drivers in connection with motor car repair services.

The regulation, he argued, was designed to control the hours of driving when drivers were engaged on long-distance travel, so that there was no risk of undue fatigue which might endanger driving. But to apply it to the type of work which their firm did was "futile and showed a quite astonishing lack of proportion and sense of imagination."

Announcing a fine of £10, the chairman of the Bench, Mr. J. A. Blackmore, said the excuse was absurd.

### Room For Buses

THERE has been a widespread tendency throughout the world for public transport to decay, and for private transport to take its place. In the centrifugal city (as in the United States) this is inevitable, but in the closely nucleated conurbations of Europe an efficient transport system must still be considered as one of the major contributions to the smooth functioning of city life.

This was stated by Professor W. F. Cassie, head of the Department of Civil Engineering, Durham University, in an address to the Sixth Assembly of the World Touring and Automobile Organization.

## Mr. Dick Resigns, With Most of Standard Board

THE following statement was issued on Monday by Sir Henry Spurrier, chairman and managing director, Leyland Motors, Ltd.:

"Leyland Motors, Ltd., have decided that they must streamline and integrate the Standard-Triumph International organization into the parent company at an early date. Mr. A. S. Dick is to resign from the company, and Mr. S. Markland is appointed managing director of S.T.L. Ltd., as from today. Further, they have asked Messrs. K. Aspland, E. Brimelow, M. T. Tustin, H. S. Weale, M. Whitfield and L. A. Woodall to retire

from the board of S.T.L., some of whom will be retained with the company in an executive capacity."

Mr. Dick joined Standards as an apprentice in 1934, when he was 18 years old. He became chief buyer in 1940, and subsequently was appointed assistant to Sir John Black, and later succeeded Sir John as managing director.

### SHEFFIELD FARES GO UP

SHEFFIELD CORPORATION and the Sheffield Joint Omnibus Committee were granted fares increases by the Yorkshire Traffic Commissioners last week.



## Mr. Macdonald Not Impressed

FIGURES relating to availability of vehicles and earnings did not impress Mr. C. J. Macdonald, deputizing for the Western Licensing Authority, when he heard an application at Cheltenham last week, by Mr. A. J. W. Alder, of Stroud, who sought to add four tipper (24 tons 2 cwt.) at present specified on contract A licence, for the transport of solid fuel within a radius of 200 miles of operating centre.

Mr. Alder, who is a coal merchant as well as a haulage contractor, said the average earnings of the vehicles were £3,490. All were fully employed and his business was increasing. He was making the application, he said, because he wanted to be able to carry return loads to Gloucestershire after taking coal from South Wales to various parts of the south and east of England and the Midlands.

If he could do that with his contract A licence vehicles, the business would be more profitable. If the licence was granted, he would not replace them with other contract A vehicles.

Referring to the figures "said to have been certified by a chartered accountant," the L.A. said he had not got all the evidence he would have liked. The figures put in did not impress him at all. No doubt a case had been made out for something, but the most he could grant was a B licence for the haulage of solid fuel in respect of three firms only, on the understanding that the contract A licence was surrendered. This would be limited to 150 miles of operating centre.

The objectors were not called

## U.T.A. Strike Over Body Contract

FOUR-HUNDRED men staged a one-day strike at the engineering works of the Ulster Transport Authority at Duncrue Street, Belfast, last week. They withdrew their labour because the Authority did not tender for the body building contract for 88 double-deck buses for Belfast Corporation.

They claimed also that, by not tendering, the Authority prejudiced their future regarding such outside contracts, and said they felt that the Authority's action, with the high unemployment in the area, could mean a loss of essential work now and in the future.

## TUNNEL BAN ON PETROL TANKERS

TANKERS carrying petrol may be banned from using the Mersey Tunnel, Mr. A. S. Brown, the manager, said this week that the Tunnel Committee is to seriously consider the matter.

The chief officers of the Liverpool and Birkenhead Fire Services have indicated that they would be greatly relieved if tankers used the new bridge over the Mersey between Runcorn and Widnes.



*This is where an 11-ton load of butter ended up when a lorry carrying it overturned at the foot of Tog Hill, Wick, Glos. Local residents have frequently agitated for an escape road, because the hill ends in a sharp bend.*

## Chairman of the New T.R.T.A. Division Announced

MR. S. SCHOFIELD is to be chairman of the new division of the Traders Road Transport Association which has come into existence with the amalgamation of the former North-Western and Merseyside and North Wales divisions. His election took place last week at the first meeting of the new divisional committee. It was agreed that the chairmanship should alternate between Manchester and Liverpool.

Mr. Schofield is traffic manager of N. Kilvert and Sons, Ltd., of Manchester.

The main purpose of the change in organization is to make available to members in the two divisions a stronger and better administration than either could achieve alone. Mr. G. Gregory, formerly secretary-organizer of the North-Western division, has taken over the same position in the new organization and, by virtue of the revised staffing arrangements, is able to devote more

time to outside work for the division.

The divisional office in Manchester will be manned under the supervision of Mr. N. Smith, formerly secretary of the Merseyside and North Wales division, who becomes assistant secretary of the new combined division. Special care has been taken to ensure that individual and personal service to members in the Merseyside and North Wales areas is not adversely affected.

Merseyside and North Wales will continue to function as an area of the new division, with its own committee meeting in Liverpool and responsible for its own local policy and affairs. Equally the previous North-Western division will now function as an area of the amalgamated division, with its own area committee. Both areas are represented on the new divisional committee, which will meet alternately in Liverpool and Manchester.

## Maintenance Vehicles Refused

J. SMITH (BICKNOR), LTD., English J. Bicknor, Gloucestershire, made an unsuccessful application to Mr. C. J. Macdonald, deputizing for the Western Licensing Authority, at Cheltenham, last Friday to vary their A licence by adding two vehicles (a tipper of 8½ tons unladen weight and an articulated unit of similar weight) to their existing fleet of 29 vehicles.

The new vehicles were to be used solely in replacement of any authorized vehicle which is off the road under repair or for maintenance as follows: "A" vehicles in accordance with the declared normal user; "B" vehicles in accordance with the conditions to which the vehicle under replacement is subject.

A spokesman for the company, replying to Mr. Rosser John, objecting for a

number of Welsh operators, said he had no documentary evidence to show when any of their vehicles had been off the road, and he agreed that they had never applied for a substitution. He said he was basing his application on a need for two vehicles to maintain their existing fleet in road-worthy order.

## CONTAINER TRAFFIC LOST

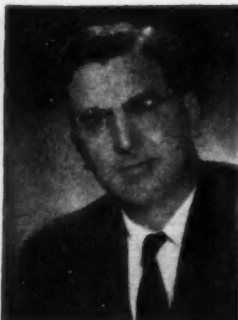
THE first consignment of chilled horse flesh from Eire was despatched to Larne last week for shipment, via Preston, to France. The consignment was shipped by the Irish Horse Abattoir Co., Straffan, Co. Kildare, and was carried in refrigerated containers. It is being shipped via Larne because of the continued refusal of Dublin dockers to handle container traffic.



Mr. T. H. Perkins



Mr. D. McNair



Mr. J. M. Collins

**Mr. J. A. K. Graham** has been appointed service manager at the York Trailer Co., Ltd., depot at 2105 London Road, Tollcross, Glasgow, E.2.

**Mr. J. Newton**, on reaching retiring age, has relinquished his position as managing director of N.M.U. (1953), Ltd. **Mr. E. W. Tonge** has been appointed to succeed Mr. Newton. He was formerly the director responsible for the Lancashire and Midlands division of the company. **Mr. A. R. Bowland**, traffic manager, has been appointed a director.

**Sir Philip Warter**, a part-time member of the British Transport Commission, has been appointed deputy chairman of the B.T.C. from October 1, in succession to **Sir John Benstead**, who is to retire. **Mr. P. H. Shirley**, chairman of Batchelors Foods, Ltd., has been seconded by Unilever, Ltd., to be specially responsible for finance from October 1. **Mr. L. H. Williams** has also been appointed a full-time member of the Commission from September 1. He was until recently managing director of the Shell Chemical Co., Ltd.

**Mr. T. H. R. Perkins** has been appointed assistant managing director, F. Perkins, Ltd., and continues as marketing director of the group. Mr. Perkins joined F. Perkins, Ltd., in 1940, but later served as a bomber pilot in the R.A.F. He has been export sales manager, director of overseas development, and general manager of the sales division. He joined the board of F. Perkins, Ltd., in 1951. **Mr. D. F. W. McNair** has been appointed deputy director of marketing for the group. Formerly Perkins' group project co-ordinator, Mr. McNair joined the company 26 years ago as a post-graduate apprentice after taking a B.A. degree in engineering at Cambridge, and has worked for the company in many parts of the world. Mr. McNair was appointed export sales manager in 1950 and general manager of the group's new products division in 1957. **Mr. J. M. Collins**, a director of Perkins Engines, Ltd., has been appointed general manager of the group sales division. Mr. Collins joined Perkins in 1954 and became general manager of Perkins Diesel (Overseas) Pty., Ltd., in Australia, in 1955. He became export sales manager for Perkins in 1957.

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**Mr. Harry Taylor**, deputy general manager of Oldham transport department, is to succeed **Mr. C. P. Paige**, when he retires on September 30.

**Mr. P. G. Ascough** has joined the sales force of A.E.C., Ltd., as area manager, South-Eastern Region. Mr. Ascough was previously the London sales manager of Guy Motors, Ltd.

**Mr. B. C. S. Spreadbury**, formerly district manager, Sheffield, for the Firestone Tyre and Rubber Co., Ltd., has been appointed district manager, North London. **Mr. J. D. Gilks**, commercial user representative at Manchester, has been appointed Sheffield district manager.

**Mr. J. D. Slater**, commercial director of A.E.C., Ltd., left for Buenos Aires on Sunday, to join **Mr. R. G. Bennett**, A.E.C. export manager. From the Argentine Mr. Slater and Mr. Bennett will fly on to Australia, where they intend to integrate the sales activities of Thornycroft (Australia) Pty., Ltd., with those of A.E.C. (Australia) Pty., Ltd. Mr. Bennett will then be visiting Western Australia and New Zealand and Mr. Slater will return home via South Africa.

## Forthcoming Events

- September 17.—Lorry Driver of the Year Contest. National Final, Fort Dunlop.  
 September 21-October 1.—Frankfurt Motor Show.  
 October 5.—Institution of Municipal Engineers. "Planning for Traffic" Convention, Central Hall, Westminster.  
 October 5-15.—Paris Motor Show. (Cars only.)  
 October 17-18.—Road Haulage Association Conference, Brighton.  
 October 18-28.—Earls Court Motor Show.  
 October 24-27.—Royal Dairy Show, Olympia.  
 October 28-November 1.—Turin Motor Show.  
 October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.  
 November 10-18.—Scottish Show, Kelvin Hall, Glasgow.  
 November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.  
 1962  
 April 15-16.—National Coach Rally, Blackpool.  
 April 30-May 5.—F.I.S.I.T.A. Ninth International Automotive Technical Congress, Church House, Westminster.  
 May 8-18.—Mechanical Handling Exhibition, Earls Court.  
 May 15-17.—Public Transport Association Conference, Harrogate.  
 May 29-June 1.—Institute of Transport Congress, Cardiff.  
 September 21-29.—Commercial Motor Show, Earls Court.  
 October 17-27.—Earls Court Motor Show.  
 Following are the provisional dates of Continental shows for 1962: Amsterdam—Feb. 22-March 4; Copenhagen—March 7-11; Geneva—March 15-25; Paris—Oct. 4-14; Turin—Oct. 31-Nov. 11.

## Men in the News

**Mr. Douglas Buchanan-Smith**, chief inspector of Scammell Lorries, Ltd., is retiring this month.

**Mr. P. L. McIlmoyle** has been appointed assistant manager, purchasing department, of Castrol, Ltd.

**Mr. A. F. Duncan** has been appointed district manager for the Power Petroleum Co., Ltd., Scottish division, based in Dundee.

**Mr. J. P. Moyses**, general manager and director, Sunniways Coachways, Liverpool, has been elected a Liverpool City Councillor.

**Mr. Jack Brunwin** and **Mr. John Palmer** have been appointed sales engineers by Polypenco, Ltd., manufacturers of industrial plastics. Mr. Brunwin will cover the southern counties and Mr. Palmer the east and west Midlands.

**Col. Donald Cameron of Lochiel** has been reappointed a part-time member of the British Transport Commission until August 31, 1962. Col. Cameron is chairman of the Scottish Area Board of the British Transport Commission.

## Obituary

WE regret to record the deaths of Major F. Chapple and Mr. H. Howard Robinson.

Major F. Chapple, formerly chairman and general manager of the Bristol Omnibus Co., Ltd., was 81. He joined the Potteries Electric Traction Co., Ltd., in 1899 as assistant engineer, and was at first engaged on general construction work in connection with the electrification of tramways, later being appointed engineer to the company. During the 1914-1918 war, on military service, he was awarded the D.S.O., Legion of Honour and Croix de Guerre. In 1919 Major Chapple returned to Potteries and in 1921 was appointed general manager of the Yorkshire (Woolen District) Electric Tramways, Ltd. In 1929 he became general manager of the West Yorkshire Road Car Co., Ltd., and was actively concerned in extending the system and particularly with joint running agreements with the Keighley and York Corporations. In 1935 he became general manager of the Bristol Tramway and Carriage Co., Ltd. (now the Bristol Omnibus Co., Ltd.), where he remained until 1950 when he became chairman of the company until his retirement in 1954.

Mr. Robinson was 70. For many years he was a familiar figure at traffic courts in the north-west, and for a considerable period held the position of area secretary to the Commercial Motor Users' Association at Manchester, later setting up in business as a transport consultant. He had a keen interest in local authority work, and at the time of his death was a Cheshire County Alderman.

## Two Feeder Vehicles for Trunk Haulier

**A** DARLINGTON company, Spinks Transport Services, Ltd., successfully applied to the Deputy Metropolitan Licensing Authority, Mr. C. J. Macdonald, on Tuesday to add two 5-ton vehicles to their A licence, to operate from their London base.

Mr. T. H. Campbell Wardlaw, for Spinks, told Mr. Macdonald that, subject to his clients amending the proposed normal user, which was "mainly for the collection and delivery of goods ex trunk vehicles," the objection lodged by the British Transport Commission would be withdrawn.

The company held an A licence in the Northern traffic area which allowed them to operate 12 vehicles, and they were authorized to operate three vehicles from the Metropolitan area. They ran a nightly trunk service of six or seven vehicles, engaged mainly in the conveyance of engineering products from the North East to London, returning with fruit and

vegetables from markets in the London area, Tilbury and, sometimes, Kent.

Because of the difficulties of trunk vehicles picking up loads in such "extremely congested areas," the company had received a large number of complaints from customers about delays and inconvenience which they had suffered.

Handing in figures and letters of complaint, Mr. Wardlaw said that some of the writers were willing to give evidence if the Deputy Authority so required.

Giving evidence, Mr. Stanley Spinks, managing director, gave an undertaking that if the extra vehicles were granted they would not be used on trunk services but would feed the existing trunk vehicles.

The application was granted with an amended user "collection of fruit and vegetables and the delivery of engineering goods to be carried on trunk services between the London area and the North East of England within 35 miles of base."



*Destination blinds on London buses are to have intermediate points in capital and small lettering, in the future. The destination will remain in capitals for greater emphasis. The change-over will be brought in gradually, as blinds become due for replacement. On the left is a vehicle with the old-style blinds, on the right the new blinds.*

## York Trailers Open Glasgow Depot

**A**LTHOUGH the new York Trailer Co., Ltd., depot has been operating for some weeks past, a large number of operators from Scotland and the North of England attended the official opening this week.

The depot is situated on the main Glasgow-South road at 2,105 London Road, and has facilities for the repair and servicing of all makes of trailers. York third axle conversions will also be carried out at the depot. A full range of York spare parts is in stock, and arrangements have been made to despatch urgently-required spares.

Nearly a quarter of the York production in recent years has been absorbed in Scotland. Millburn Motors, Ltd., Glasgow, continue to be responsible as distributors for sales throughout Scotland.

## More Road Movement

**O**VER the first half of this year some 4,100,000 tons of goods were transported into the Federal German Republic by international road transport, while 2,100,000 tons were carried out of the country and 200,000 tons through the country on transit.

## Hauliers Accused of Receiving Tyres

**A**LLEGED to have carried on a haulage business at 273 Poyser Street, Bethnal Green, London, four lorry drivers were committed for trial from Thames magistrates court last week, all accused of receiving 45 Michelin tyres worth £1,687, said to have been stolen while in transit between Stoke-on-Trent and Dunstable.

Committed to London Sessions to stand trial were: Edward Richard Cross, 31, of 7 Connett House, Teesdale Street, Bethnal Green; Robert Arthur Cross, 29, of 215 Richmond Road, Dalston; Edward Victor Handley, 32, of no fixed abode; William Ernest Lipka, 22, of 137 Ravenscourt Buildings, Columbia Street, Bethnal Green; and Reginald Dennis Bailey, 30, of 1 Jenkinson House, Usk Street, Bethnal Green.

All pleaded not guilty and reserved their defence.

## ROOTES' SCOTTISH DEVELOPMENT

**A** CONTRACT worth £2½m. has been awarded by the Rootes Group to Melville Dundas and Whitson, Ltd., of Glasgow, for building a new factory at Linwood, near Paisley.

## Railways Fight One Coal Bid, Not Other

**T**HE conveyance of coal by road for distances over 25 miles is causing British Railways extreme worry, said Mr. A. J. F. Wrottesley, when he opposed an application for additional tonnage at Bristol on Monday.

In another instance an application went unopposed, and the Western Licensing Authority, Mr. S. W. Nelson, said the fact that the railways opposed some applications and not others made it very difficult for him. Mr. Wrottesley said he did not know the reason; he had been instructed in one case only. G. H. Ford and Sons, of Timsbury, near Bath, asked for two additional tippers (13t) on A licence for general goods, mainly concrete products and solid fuel, normally within a radius of 150 miles.

A railways representative said they handled over a million tons of coal a year from the Somerset coalfield to the power station at Portishead. There had been no shortage of wagons except for a short period last winter.

Mr. Ford said the main reason for the application was that he wanted to carry return loads of coal from the Midlands to the Bristol-Bath area. The firm wanted to increase its carrying capacity by something like two-fifths. He did not want to carry coal outwards for a distance greater than 25 miles.

After consultation, the applicant agreed to amend his normal user to "concrete products, 150 miles, and solid fuel to/from non-rail-siding points, 25 miles." The two vehicles were then granted.

## Laycock in Wembley

**T**HE new Wembley depot of Laycock Engineering, Ltd., was officially opened last Tuesday. It replaces the previous depot at Chiswick.

In addition to being a sales, service and distribution centre for an area covering most of south-east England, south of The Wash, the depot is fully equipped with Laycock garage equipment so that it serves as a convenient demonstration unit.

Included in the equipment permanently installed at the depot are a Laycock 3-ton Corolift and a typical Lubay installation. The latter embodies reels for dispensing water, grease and oils and to save space, a Laycock Hydrajig 3-ton hydraulically operated centre-ram type lift is installed between the platforms of the Corolift.

## Office for Mr. Wardlaw

**T**HE Industrial Transport Association has appointed Mr. T. H. Campbell Wardlaw, the Newcastle upon Tyne solicitor, as their honorary legal advisor.

## SURREY SURVEY

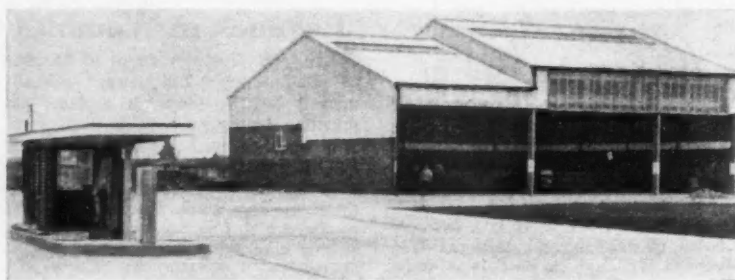
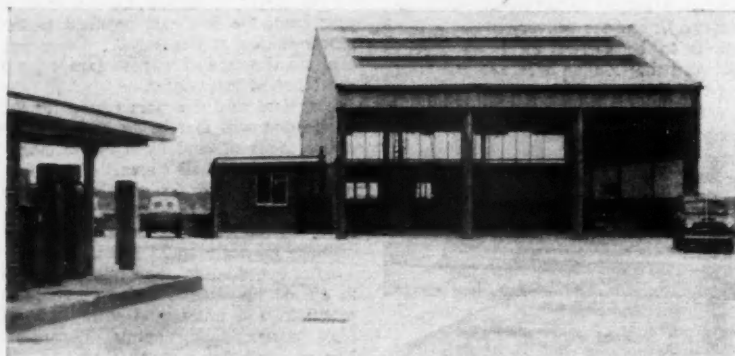
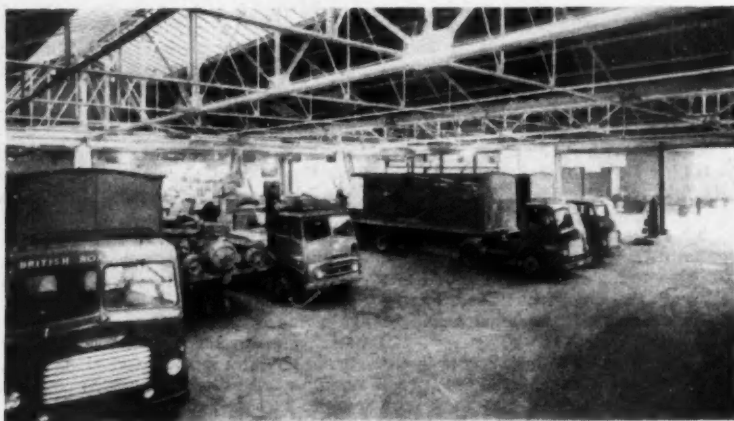
**A** SURVEY is to be carried out by the Ministry of Transport this week-end at 24 points in Surrey and Kent to assess traffic requirements for the proposed London-Brighton radial route.



## B.R.S. Rebuild Two Yorkshire Depots

**B**RITISH ROAD SERVICES have now completed work, it was announced this week, on a new general haulage depot at Leads Road, Hull, and on widespread extensions and improvements at their parcels depot at Milnsbridge, near Huddersfield. At Milnsbridge, B.R.S. have for some time been anxious, they state, to improve their facilities and when an adjoining picture house came up for sale they bought the site. Now B.R.S. have centralized their operations at Milnsbridge, rather than splitting them between Milnsbridge and its sister-depot at Nile Street.

The 9,500-sq.-ft. platform at the Milnsbridge depot is 250 ft. long, and has backing-up spaces for 50 vehicles. Daily throughput is 10,000 parcels, mainly textiles. It is anticipated that the new



(Above) Daily throughput at the enlarged Milnsbridge depot is 10,000 parcels. (Left) The maintenance shop at the Hull depot. (Below, left) The transit shed at Leads Road.

development, in addition to centralizing all Huddersfield services, will bring about an increase in traffic handled.

The depot operates 75 vehicles, 46 rigids and 29 prime movers, with 60 semi-trailers. Twenty-four services are dispatched nightly to destinations throughout the country. Local collection and delivery services daily cover the West Riding of Yorkshire and into Lancashire.

A two-pit maintenance shop has been built. In addition to carrying out inspections and running repairs this maintenance unit, within a mile of the Yorkshire-Lancashire trunk route, is conveniently situated to offer breakdown facilities for other B.R.S. vehicles.

The new general haulage depot at Leads Road, Hull, covers five acres, and comprises a modern office block, transit shed and a new service station. There is a

convenient report point for drivers, which adjoins the traffic office, and the staff have complete observation of the parking area and transit bay. The teleprint terminal is installed in the administrative offices.

In the transit shed is a 2-ton traversing crane, and the fuelling island has been centrally placed between the transit shed and the service station to eliminate congestion.

The service station has been erected well away from the transit shed and operating area. Two inspection pits have been provided which, together with free standings, will accommodate five to six vehicles. A high-pressure lubricating system has been installed. Adjoining the service station is a two-bay wash. Mess rooms are provided near the administrative block.

## No Evidence, No Licence

**A**N applicant already operating three vehicles on B licence applied to Mr. C. J. Macdonald, deputizing for the Western Licensing Authority, at Cheltenham last week to add to his existing conditions: "sand, gravel and hardcore within a radius of 30 miles of operating centre with two vehicles."

The applicant, Mr. F. W. Smith, of Chesterton Lane, Cirencester, told the Authority he had no supporting evidence. He was there, he said, "to speak for himself."

Replying to Mr. Macdonald, he said he did not know who his customers would be nor what quarries he would carry traffic for, except that there were many quarries and sandpits in the district, and he thought he could do some work for them.

Mr. Macdonald: "I must have evidence as to need. I should like to help you, but you will have to think up some way of showing that the need is there."

The application was refused, and none of the ten objectors was called.

### SAFE IF TOWED AWAY

**T**HE National Road Transport Federation has announced that its commercial vehicle insurance policy has been extended to include fully comprehensive cover whilst the vehicle is being moved from prohibited parking places by the police under the Removal of Vehicles (England and Scotland) Regulations, 1961.

The Federation's goods-in-transit insurance policy also provides cover in the same circumstances provided there is no restriction under the policy in respect of the parking of the vehicle in London overnight.



## Leylands For Yugoslavian Exhibition

THE first of 160 single-decker buses ordered by Belgrade Municipal Transport will be included in Leyland exhibits at the International Fair of Techniques and Technical Achievements, in Belgrade from August 23 to September 3. Also to be shown is a Leyland Beaver tractive unit, powered by the Leyland O.680 Power-Plus diesel engine with a Dyson semi-trailer.

Equipment on the Beaver includes assisted steering, clutch, and handbrake, and a special version of Leyland's Vista-Vue cab.

The special cab has been made by Bankfield Engineering Co., Ltd., Southport, and is named the Sleepakab. It uses parts of the all-steel Vista-Vue cab, but is 1-ft. 7½-in. longer so that a sleeping bunk can be installed across the back of the cab. The sleeping compartment and roof are insulated.

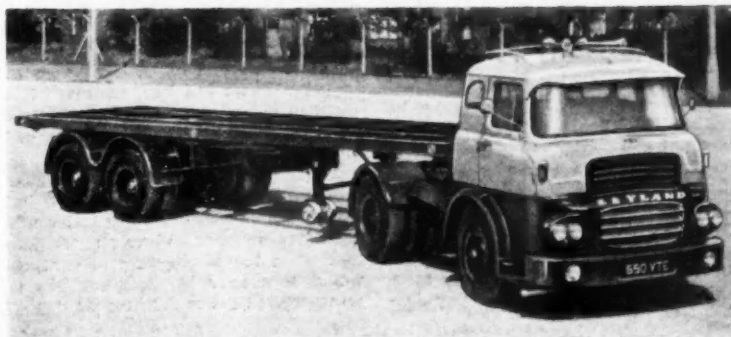
Special attention has been paid to amenities for the crew, an air conditioner is installed together with an electric shaver; a shaving mirror; cigarette lighter; radio; two-tone upholstered adjustable seats and upholstered engine hood; rubber carpets; padded interior sun visors; and fire extinguisher.

The bus is a Leyland Worldmaster IERT 1.1 with bodywork by Metropolitan-Cammell-Weymann, Ltd.

It is powered by a Leyland O.680 150 h.p. diesel engine, and fitted with a



(Above) One of the Worldmaster single-deck buses. (Below) The Beaver with special Vista-Vue cab.



four-speed semi-automatic gearbox incorporating a special "hill-holding" device. It has an exhaust brake, as well as powerful air brakes.

The engine, gearbox, brakes and rear axle are completely dust-proofed, the air

for these being taken from the front of the chassis and through a large oil bath cleaner. Seats are provided for 23 passengers, with centre gangway and internal platform at the rear with room for 77 standees.

## Municipal Contracts

**Croydon** Transport Committee recommends the purchase of (a) a Bedford TK end tipper to replace a Foden 6-ton tipping lorry, at a cost of £1,367 7s. 6d.; (b) an Austin A35 van to replace a Morris 5-cwt. van, at a cost of £360 19s. 6d., required for the Borough Engineer's Department, and (c) the purchase of a Commer 1½-ton van with petrol engine and body conversion to provide seating accommodation for 12-14 persons at a cost of £943 13s.

**Birkenhead** Water Committee has accepted the tender of Grosvenor Motors (North Wales), Ltd., of Rhyl, for the supply of a Land-Rover for £464 17s. 5d. The Works and Building Committee has accepted the tender of Bob Sergeant, Ltd., of Liverpool, for the supply of a Morris 5-cwt. van for £391 15s. 9d. The Parks and Cemeteries Committee is to invite tenders for the supply of a new vehicle, at a cost not exceeding £600, to replace a Bedford lorry.

**Cardiff** Central Contracts Committee has accepted the tender of Moorwell Motors, Ltd., for the supply of an Austin 152, 15-cwt., for the sum of £497, for the use of the Waterworks Department. It has also recommended acceptance of the tender of Morsmith Motors, Ltd., for the supply of a Redwing FT/1 fire appliance on an 88-in. wheel-base Land-Rover chassis, for the sum of £1,158. The Public Works and Town Planning Committee is to invite tenders for the supply of a mechanical excavator.

**Greenwich** Works Committee has accepted the tender of Stothert and Pitt, Ltd., for the supply of one vibrating footpath roller, for £345; and the tender of Winger, Ltd., for the supply of a trailer for transporting lawn mowers and other gardening equipment, for the sum of £167 10s. The Works Committee has accepted tenders of Shelvoke and Drewry, Ltd., for the supply of (a) three TY refuse collection vehicles with power steering and towing brackets, for the sum of £13,359; (b) one TY refuse collection vehicle with power steering, towing brackets and hygienic loading shutters, for the sum of £4,778 and (c) two Paladin refuse collection vehicles, with power steering, for the sum of £9,891.

**Douglas** (L.M.) Health Committee has accepted a tender from Davies Garage, Ltd., for the supply of a 10-12-cu.-yd. capacity Karrier Bantam refuse collector for the sum of £1,719 7s. 6d.

**Hastings** Public Hygiene Committee wants to purchase a Shelvoke and Drewry Pakamatic Refuse Collector, at an estimated cost of £4,400. The Motor Vehicles Committee has accepted the tender of J. Hollingsworth, Ltd., for the supply and delivery of a Ford Thames 4-cyl.-engined 4-ton semi-forward control truck, for the sum of £1,111.

**Carlisle** Health Committee is to invite tenders for the supply of a new ambulance to replace a Bedford, purchased in 1955. The Committee has also accepted the tender of Graham and Roberts, Ltd., amounting to £531, for the supply of a van to be used for the transport of bedding, and the tender of Dias and Co., Ltd., for the supply of two Austin 7 vans, at a cost of £382 11s. 7d. per vehicle. The Highways and Streets Committee has accepted the tender of the County Garage Co., Ltd., for the supply of a mobile tower wagon for the sum of £1,430; and the tenders of J. A. Stitt and Sons for (a) the supply of a 5-cwt. van for £382 and (b) the supply of a towing lower wagon for £385. All are required as street lighting maintenance equipment.

**Ealing** Recreation Grounds Committee reports that Campbell Symonds, Ltd., of Forty Avenue, Wembley, have submitted the lowest tender, in the sum of £948, for the supply of two 15-cwt. pick-up trucks and Stewart and Arden, Ltd., have submitted the lowest tenders for the supply of two lorries, for the sum of £2,311. The Works and Highways Committee has accepted the tender of Sharwood Motors, Ltd., of Ealing, W.5, for the supply of two Austin cars, for the sum of £993; the tender of Norman Reeves, of Uxbridge, for the supply of a Fordson van for the sum of £420; the tender of Metering Pumps, Ltd., of Ealing, W.5, for the supply of a sewer flushing vehicle for £3,850; the tender of Rootes, Ltd., W.10, for the supply of two mechanical road sweeper vehicles for the sum of £6,213; and the tender of Shelvoke and Drewry, Ltd., for the supply of a gully emptier for the sum of £2,965.

**Scarborough** Water Committee has approved a proposal for the purchase of a Commer Cob van at an estimated cost of £505.

**Llandudno** U.D.C. has accepted the tender of Kelly Bros. (Garage), Ltd., of Llandudno, amounting to £790 for the supply of a 2-ton lorry.

**Nelson** Corporation is recommended to approve the purchase of a new Karrier mechanical sweeper vehicle, at an estimated cost of £3,230.

**Ilford** Corporation is recommended to accept the tender of Ray Powell, Ltd., of Ilford, amounting to £8,087, for the supply of three Karrier refuse collection vehicles.

**Plymouth** City Council is recommended to accept the tenders of M. Thomas (Motors), Ltd., of Plymouth, for the supply of a Karrier Gamecock 12-cu.-yd. side-loading vehicle, for the sum of £1,534; and two Karrier Benheim 30-cu.-yd. refuse collection vehicles, for the sum of £3,000 each. It is also recommended to accept the tender of Shelvoke and Drewry, Ltd., Letchworth, Herts, for the supply of a 40-cu.-yd. Pakamatic refuse collection vehicle for the sum of £4,193.

**Liverpool** Watch Committee has accepted the tender of W. Watson and Co. (Liverpool), Ltd., for the supply of (a) three Morris-Commercial L.D.4 1-ton vans, for the sum of £1,967; (b) two Austin L.D.5 1½-ton vans, for the sum of £1,254; and (c) the supply of seven Austin Gypsy utility vehicles, for the sum of £3,671. The Committee also recommends acceptance of the tender of Voss Motors, Ltd., for the supply of a Morris 1-ton Mini-Van for the sum of £335. It has accepted the tender of Garlick, Burrell and Edward, Ltd., for the supply of one Bedford horse box, for the sum of £2,506. The Water Committee recommends acceptance of the tender by Sandon Motor Engineering Co., Ltd., for the supply of one 7-ton Commer Karrier Wagon for the sum of £1,551. It has accepted the tender of A. W. Webb, Ltd., for the supply of a 3-ton Thames lorry for the sum of £287. In addition, it has accepted the tender of Thomas S. Whitney and Co., Ltd., for the supply of a 4-ton Thames Trader for the sum of £955.

## Vehicle For Caravan-towing Refused

THE towing of outsize mobile caravans over long distances by road may present a problem in the future, but for the moment transport contractors can cope.

That was the view expressed at Cheltenham last week by Mr. C. J. Macdonald, sitting for the Western Licensing Authority, when he considered an application by Mr. W. J. Thomas, of Cheltenham, to add one articulated vehicle (5 tons 12 cwt.) to a B licence for the carriage of caravans and boats picked up within a radius of 10 miles of operating centre for delivery any distance and vice versa. The application was opposed by Beech of Cardiff, Ltd., British Railways and J. Blackstone, of Hereford.

The applicant told the Authority he had handled 50 caravans in the last six months, but he had no evidence as to the number of caravan owners who had asked for his assistance in regard to transport.

Mr. Thomas Sheppard, a caravan dealer, supporting the application, said Mr. Thomas had given him every satisfaction hitherto. If he had had any diffi-

culty he would have approached one or other of the objectors—if he had known of their existence.

A solicitor acting for Mr. Thomas read from a report published recently, purporting to show that business in large caravans was increasing, but Mr. Blackstone, while agreeing that the present trend was towards outsize caravans, said in his opinion it would be wise to wait a while to see how the trend developed before sanctioning more transport. He said he, himself, could handle more work than he had at the moment.

The L.A. held that the applicant had not shown clearly that there was any need for more transport to move caravans of any size. There had been too much talk about the big caravans of the future rather than what the actual position was at the moment.

As regards boats, applicant could have a licence to carry these if he wished, but it would be restricted to boats and would not cover caravans. There may come a time when the development of caravans would be affected by the availability of transport, but it was not here yet.

## "W. Welsh Should Prune Bid"

ON the second day of the hearing of the Western Welsh Omnibus Co., Ltd., fares application, the opening of which was reported in last week's issue, a suggestion was made that the bus company's application could be modified by £26,000. The company had asked for £132,000 in its application, but this could be cut to about £105,000, said an accountant.

The accountant, Mr. Frank Edward Price, who was said to have had 30 years' experience in transport, said he considered the Western Welsh company had built up their resources over the past four years. The accumulated balance of the company had increased by £13,000 in those four years.

Summing up for the local authorities who object to the application, Mr. Alun Davies, Q.C., said that Mr. E. S. Fay, Q.C. (for Western Welsh), had raised "points of prejudice" in the proceedings.

One such point involved the Chancellor's increased tax on fuel. Mr. Davies said that it was made perfectly clear at an earlier hearing in Cardiff that the matter was outside the purpose of the inquiry.

It had been said that the Minister of Transport did not consider as unreasonable the yield of 7.79 per cent. on capital employed. Mr. Davies said that this did not mean that anything less than that figure was unacceptable.

Dealing with the proposed abolition of 7d. and 9d. returns, he said these fares would obviously hit the housewife. He thought it should be completely deleted

from the application. The figure of £12,800, the estimated yield of these tickets, could well be met by the company without suffering any hardship.

## Wrongly Worded Application Adjourned

BECAUSE an application did not specifically state that the vehicle requested was a low-loader, it was adjourned by the Yorkshire Deputy Licensing Authority, Mr. J. H. E. Randolph, at Leeds on Monday.

J. H. Welburn, Ltd., of Batley, were asking for a new articulated outfit of 8½ tons, to carry heavy plant and machinery. It was actually a low-loader, but this was not stated in the published application.

As soon as this fact was made known to the objectors (British Railways and four private road hauliers) they requested that the case be adjourned and republished.

## AUSTINS ON DISPLAY

A COMMERCIAL vehicle sales and service week is to be held by Car Mart Sales, Ltd., Austin distributors, from October 2 to 7 at their London Road, Marks Tey, branch, near Colchester. During the week commercial vehicle users will be invited to bring their vehicles in for a free test and report. Manufacturers' representatives will also be in attendance. There will be an exhibition of new Austin commercial vehicles, together with examples of special bodywork.

## Micrograms . . .

**Edinburgh Bus Depot:** Edinburgh transport department is planning to build a £220,000 bus depot at Marine Gardens, Portobello.

**Under Control:** The Traders Road Transport Association is studying a parking meter scheme put forward by Surbiton (Surrey) borough council.

**Left London:** Hawley Products, Ltd., has moved from Tottenham to a new and larger factory at Cheney Manor, Swindon, Wilts (phone, Swindon 6251).

**Three a Minute:** A new vehicle comes on the road every 20 seconds, day and night—Mr. Wilfred Andrews, chairman of the Roads Campaign Council.

**Astley Enterprise:** The Astley Industrial Trust, Ltd., have acquired the share capital of General Commercial Finance Co., Ltd., of Bristol and Bournemouth.

**More German Vehicles:** West German road goods vehicle production was 11.1 per cent. higher over the first half of the current year than during the first half-year of 1960.

**Brazilian Perkins:** The Ford Motor company in Brazil are now offering the Perkins 6.340 engine, made by the Perkins Brazilian manufacturing subsidiary, in their F600 trucks.

**Oil Wells:** At Glentworth, Lincs, where oil has previously been found, B.P. Exploration Co., Ltd., have been granted planning permission by Gainsborough R.D.C. to sink two more holes.

**They Sold Fewer:** During the first six months of 1961, the Ford Motor Co., of Detroit, sold 171,474 commercial vehicles, as against 199,102 for the corresponding period last year.

**Motorway Services, Ltd.,** of London, have been awarded the contract for the development of the Charnock Richard, Lincs, service area on the Lancashire section of the Birmingham-Preston motorway.

**By Colour:** Esso pumps are in future to be colour coded to indicate the type of fuel they supply. The derv pumps will have a blue band round them and the Esso Mixture pumps will have red side panels.

**100 Passengers:** Glasgow may have 100-passenger buses in operation within five years, said the city's transport committee convener, Coun. Samuel Hughes, last week. The vehicle builders were interested, he added. The undertaking has recently ordered 150 Leyland Atlantean 78-seaters.

## New Companies

**C. W. Thorp and Son, Ltd.** Cap. £2,500. Dirs.: C. W. Thorp and D. R. Thorp, 51 The Downs, Herne Bay, Kent. Sec.: B. D. Harris. Reg. office: Brooklands, Fordingham, Kent.

**T. Stockill and Sons, Ltd.** Cap. £12,500. Dirs.: T. W. Stockill, The Villa, The Green, Walsend; R. Stockill, 19 Beech Grove, Walsend; T. A. Stockill and K. Stockill. Reg. office: The Villa, The Green, Walsend.

**Rexim Plant Hire, Ltd.** Cap. £1,000. Dirs.: L. B. Fairall, The Greystones, Morville, nr. Bridgnorth, Salop; G. D. Kelley, Mere Oak, Chelmarsh, Bridgnorth, Salop. Sec.: G. D. Kelley. Reg. office: Central Chambers, Bearwood Road, Smethwick, 41, Staffs.

**G.R. Transport (Tottenham), Ltd.** Cap. £1,000. Dirs.: H. Smith, G. R. Smith and L. E. Smith, 10 Linden Road, London, N.15. Sec.: H. Smith. Reg. office: 42 Devonshire Street, London, W.1.

**J. W. Crowther and Son, Ltd.** Cap. £15,000. Dirs.: A. Crowther, 11 Bradford Road, Gildersome, Leeds; N. H. Crowther, 71 Bath Buildings, Bruntcliffe, nr. Leeds; G. J. Crowther, Chellow Dene, Elland Road, Charswell, near Leeds. Sec.: G. J. Crowther. Reg. office: 11 Bradford Road, Gildersome, Leeds.

**Williamson (Kingsbury), Ltd.** Cap. £100. Dirs.: C. W. Williamson, 10 Eton Grove, Kingsbury, London, N.W.9; H. Shailer, 19 Malden House, Oxhey Drive, Oxhey Estate, Carpenders Park, Herts. Sec.: E. M. Williamson. Reg. office: 10 Eton Grove, Kingsbury, London, N.W.9.

**Swarcary, Ltd.** Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

## New Offices for Hull Busmen

**A**LTHOUGH the new central transport offices, in Lombard Street, Hull, will not be officially opened until September 29, the administration staff of Hull transport department have already moved in. The new building is a vast change from their cramped quarters in Newland Park, Hull, which had been occupied in 1941 after the main Albion Street offices were destroyed by enemy action.

The new building, close to the city's main bus station, was designed by Mr. Andrew Rankine, and took about 18 months to erect. It is in the form of a letter L and comprises a two-storey block, containing general office accommodation, an inquiry office and lost property dept., and a three-storey block.

The ground floor of the three-storey wing is mainly occupied by a canteen connected to the existing bus garage through the staff entrance lobby. Administrative offices occupy the whole of the first floor, and on the top floor there is a lounge and billiards room, together with a social hall and cloak-room. This recreation suite will replace the Norfolk Street Club (formerly an old police station) which has served the staff of the department for many years.

## "Bursting At The Seams," He Says

**A**HAULAGE firm "bursting at the seams" with work was last week granted two A licences for the addition of one six-wheeler and the substitution of another by the Northern Licensing Authority. Mr. J. A. T. Hanlon, at Carlisle.

Mr. James Johnston, a director of the applicants, Johnston Bros. (Gilcrux), Ltd., Aspatria, near Carlisle, said: "The firm is now bursting at the seams with work. We are having difficulty in keeping on time with orders because of vehicles off the road for repairs. The new vehicle would make it easier."

He added that the firm had bought its way back into the business in 1956 after being nationalized. "Since that time our gross takings per year have doubled. Last year the takings were £510,434," Mr. Johnston said that the company had eight vehicles each earning £6,000 per year.

Mr. Hanlon said that he thought he was perfectly justified in granting the application. "The firm's customers are the same as those they supplied in 1956. But the trade from these people has increased."

### WIDER RADIUS

**A**N application by George Hayton, a haulage contractor, of The Crofts, Aspatria, for an extended B licence to carry agricultural goods for 25 miles and to carry farm feeding stuffs for 50 miles, was granted by the Northern Licensing Authority. Mr. J. A. T. Hanlon, at Carlisle last week.

## Applicants Were Careless, Not Reckless—L.A.

**I**N an attempt to avoid transhipment and delaying consignments until suitable vehicles were available, Harrison Brothers (Transport), Ltd., and their associate company, Harrison, Holmes, Ltd., applied at Preston last Friday to put all their vehicles on one A licence.

Mr. J. Backhouse, for the company, said that seven vehicles of 25 tons were involved. At present four of these units were on A licence to Harrison Brothers, the other three being authorized on B and C licences to Harrison, Holmes, Ltd. A common normal user of "Agricultural produce and requisites, foodstuffs, textiles, building materials, paper; Lancashire, Yorkshire, Cheshire, North-East coast and the Midlands," was sought.

Harrison, Holmes were market gardeners, said Mr. Backhouse, and it had now been decided that the transport requirements for both companies should be met by Harrison Brothers (Transport), Ltd. At present the vehicles were all on different licences, with varying conditions. This meant that part loads had to be carried, transhipping took place, and delays were liable to occur. They sub-contracted as much as possible but this was not satisfactory. In evidence, Mr. D. Harrison, director, pointed out that they handled a lot of fruit from Liverpool and it was useless unless delivered promptly to the various markets. Vehicle capacity was being lost by having units on different licences.

Answering Mr. G. H. P. Beames, for British Railways, Mr. Harrison admitted that on several occasions they had not adhered to the conditions attached to the various licences, but the application would put matters right as the normal user covered all the work they did.

Mr. Beames commented that the

applicants were asking the court to approve breaches of the licences.

Support for the application came from seven representative companies engaged in the fruit and horticultural industries. All told of difficulties in obtaining Harrison vehicles and of being forced to use their own transport to carry goods when these units ought to have been employed on other work.

Evidence was given by two railway representatives who said they had facilities to deal with the return loads the A-licence vehicles would be entitled to carry, and had services to all the destinations mentioned in the user.

Mr. Beames submitted that all the evidence had related to isolated traffic, whilst it was asked that the vehicles should be allowed very wide conditions.

"These vehicles will not be new," observed Mr. Backhouse. "Four of them are on A licence to us now, and three are licensed to our associated company."

Before giving his decision the North Western Licensing Authority, Mr. F. Williamson, said that Harrisons had been careless about their normal users, but it did not amount to recklessness. Harrison, Holmes had given no undertaking that if the application were granted in full they would not take out any more C licences. Therefore the C-licence vehicle could not be substituted by an A unit.

He granted the other six with the conditions sought, and said the existing licences must be surrendered.

## Must Produce Figures, Haulier Told

**S**TRONG opposition from British Railways faced an application by Ramsden's Haulage (Contractors), Ltd., at Preston last Friday. They asked for six vehicles on a B licence, to enable them to carry, amongst other things, solid fuel. The application had earlier been part-heard.

Mr. W. Lathom, managing director of Ramsden's, said that they had three A-licence vehicles, which were fully occupied. He was unable to produce figures in respect of these units, he told Mr. G. H. P. Beames, for British Railways.

In addition to carrying fuel, Ramsden's wanted to transport lime and limestone. Mr. G. E. Baggeley, coal contractor, said that he supplied fuel to market gardeners and nurseries on the Fylde coast. At present he had to use his own vehicles to carry coal but would prefer Ramsden's if they were available.

Two railway representatives gave details of the fuel-carrying facilities and

the number of empty wagons. For the past two winters there had been a shortage of wagons, but this difficulty had been overcome by using B.R.S. tippers.

In submission, Mr. Beames stated that before any grant for B vehicles could be made, full details must be produced of the operations of the A licence fleet. The railways had difficulty in carrying coal in mid-winter, but this had been overcome. There might be grounds for a very limited grant, but the application was on an ambitious scale.

The North Western Licensing Authority, Mr. F. Williamson, said that figures should have been produced to show that the A fleet was fully employed. He granted two B-licensed vehicles with the conditions "lime for Withers Limestone, Ltd., within 30 miles of base and solid fuel for Mr. G. E. Baggeley for the use of horticulturists within 15 miles of base," saying that, if necessary, short-term licences might be applied for during the winter for the carriage of coal.



## Move to Switch Workers' Service From Contract

IT would be impossible to grant a licence to an operator who only wished to cater for the cream of the traffic available, commented the chairman of the North Western Traffic Commissioners, Mr. F. Williamson, when he considered an application by Mr. B. Dex, 32 Berwick Street, Rochdale, at Manchester last week.

Mr. J. Kilner, for Mr. Dex, said he wanted to run a works service for employees of Charles Kershaw, Ltd., picking up the passengers at Peel Street, Littleborough, and taking them to the company's mills at Blackstone Edge. The mills were situated about  $\frac{1}{2}$  m. from the main road, and in the winter staff complained of the walk. Existing bus services were operated by Hebble Motor Services, Ltd., but these did not go right up to the factories. It was proposed that the men would pay 1s. a day for the return fare.

A director of Charles Kershaw, Ltd., Mr. N. K. Menzies, stated that their textile mills were in moorland areas, miles from habitation, and there was not even a shelter at the nearest bus stop. In 24 hours they operated two shifts, the day workers starting at 7 a.m. and finishing at 5.15 p.m.

### Witness Recalled

The application was originally heard in March, but last week Mr. Dex was recalled to give evidence. He said that he only wanted to provide a service for the day shift. There were not enough passengers on the night shift to make the operation remunerative. He thought there were adequate existing bus services to cater for them. From January he had been running a service for the employees of Charles Kershaw, Ltd., but it had been on a contract basis and the management had paid for it. This had started in Rochdale and then travelled to Littleborough and Blackstone Edge. However, the application today was for the service to commence from Littleborough and they wanted to abandon the Rochdale section of the route.

Mr. F. A. J. Woodworth, traffic

manager of Hebble Motor Services, Ltd., objecting, produced details of their existing facilities in the area. He did not think that it was unreasonable to expect employees to walk for 10 minutes or so. Occasionally Hebble buses did not run to time, or were full up, but this happened to all operators—especially during the winter.

### Worse at Night

Mr. Williamson reserved his decision but said that if the walk to the mills from the main road was difficult for the day workers it would be worse for the night shift, and yet Mr. Dex did not want to cater for these people as it would be unremunerative. The crux of the matter was the timing of the existing Hebble services and whether there was sufficient accommodation on the vehicles in the late afternoon. In the meantime there was nothing to stop the management of Charles Kershaw, Ltd., from operating the service on a contract basis.

## Belfast Seeks Fares Increases

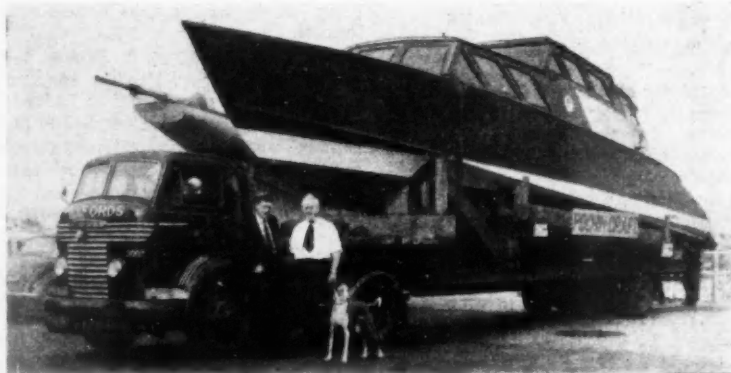
BELFAST Transport Committee is to ask sanction for revisions of fares and stages, the main points of which are the abolition of the children's flat-rate 2d. fare, and the shortening of the 3d. fare stage. The proposals, if granted, will bring in an extra £200,000 in a full year. The last revision of fares and stages was in June, 1960.

Since estimates for the present revision were prepared, further increased costs—including £86,000 in a full year for a general wage rise granted in April and £17,600 for increases of duty on fuel oils—have had to be met, says the Corporation.

## One Short

SHEFFIELD magistrates last week fined Sunter Brothers, Ltd., Northallerton, £15 for not complying with special regulations for carrying heavy loads. Herbert Johnson, a driver, of Northallerton, was fined £10.

The magistrates were told that a low loading trailer carried a boiler 60 ft. long and 15½ ft. wide which weighed 65 tons. Vehicles carrying loads wider than 9 ft. 6 in. required three attendants including the driver. When Johnson was stopped, the vehicle had only two men in the cab.



This 4½-ton boat, the "Anglesey" was delivered last week by B.R.S. (Pickfords), Ltd., to Uffa Fox (seen here in shirtsleeves). He competed with it in the "Daily Express" Power Boat Race.

## "One-man" Bus Goes Back Into Service

A ONE-MAN bus for miners working at Wharnccliffe Woodmoor pit can run again. Mr. Alvin Brookes, of Turner Street, Great Houghton, near Barnsley, was recently fined for breaches of his licence conditions, and informed by Yorkshire Traffic Commissioners that he could not operate without a conductor.

Mr. Brookes said that the returns from the service, which operates for about 30 miners, did not justify the employment of a conductor. When he sought a dispensation Maj. F. S. Eastwood, chairman of the Commissioners, said this could not be granted unless adaptations were made so that the door was under the direct control of the driver.

Mr. Brookes has now carried out the adaptations and Maj. Eastwood said last

week that, following an examination of the vehicle by one of his senior officers, he was granting a dispensation for the service to be operated again. Not only had Mr. Brookes fitted the necessary equipment to give the driver control of the door, but in addition had fitted a bell warning the driver of any interference with the emergency exit.

### CONTRACT HIRE IN ULSTER

THE hiring-out of commercial vehicles, either for short periods or on long-term contract, has become an established department of the Ulster Transport Authority. Since the scheme was introduced in November, 1960, the fleet has grown steadily and it is estimated that the undertaking will have 150 vehicles in service by March, 1962.

### LICENCE FOR CARAVAN TOWING

AN application by V. G. Waring and Sons, Windermere, Westmorland, for a B licence to allow one vehicle to tow caravans for 50 miles, and to tow boats and equipment as required, was granted by the Northern Licensing Authority, Mr. J. A. T. Hanlon, in Carlisle last week.

Mr. V. G. Waring, of College Road, Windermere, said that the firm repaired boats and acted as a marine agent. "If one of our customers goes on holiday we often have to take his boat from Windermere to wherever he is going."



## Air Control for Edinburgh?

GLASGOW, Edinburgh and Aberdeen transport undertakings may be involved in airport operation in the future. Edinburgh Corporation may set up a new department to deal with this new aspect of civic administration, but it could be that the transport manager, Mr. W. M. Little will have responsibility, writes a special correspondent.

The Lord Provost of Edinburgh, Mr. J. G. Dunbar, said that they were concerned that it did not become a burden to the ratepayers.

Turnhouse Airport had not been paying, but its use was increasing each month, he said. It was not used exclusively by Edinburgh people but served a wide area of the East of Scotland and this would have to be considered.

Whether or not a new department would be set up was a matter for the town council to decide, but at present the department which could most appropriately deal with the situation would be the Transport Department, he added.

## Orders and Deliveries

**Big Argentinian Order:** A. G. Pruden and Co., S. R. L. Leyland agents in Argentina, have ordered a total of 120 Leyland Beaver four-wheeler and Hippo six-wheeler chassis in Leyland's new Power-Plus series. The order is worth £450,000. The chassis will be powered by Leyland 0.680, 200 b.h.p. diesel engines and have five-speed gearboxes with a sixth speed overdrive.

**Goods Chassis and Buses:** South African Railways and Harbours Board have ordered 40 A.E.C. Mandator four-wheeler and 20 Mammoth Major six-wheeler goods chassis. Bus Bodies (S.A.), Ltd., and Africa Body and Coach will build 36-ft.-long bus bodies on the chassis.

**36-footers Ordered:** Over 100 36-ft.-long Leyland Leopard coach chassis, worth in all nearly £300,000, have recently been ordered by coach operators in the U.K. Largest single order is for 18 by Western Welsh Omnibus Co., Ltd. Potteries Motor Traction Co., Ltd., have ordered 15, North General Transport Co., Ltd., 12, Southdown Motor Services, Ltd., and Yorkshire Traction Co., Ltd., 10 each, Black and White Motorways, nine, Venture Transport Co. (Newcastle), Ltd., eight, East Yorkshire Motor Services, Ltd., seven, Scout Motor Services, Ltd., six, Greenslades Tours, Ltd., five, and Birch Bros., Ltd., three.

**More for B.R.S.:** A further 150 A.E.C. Mercury chassis have been ordered for British Road Services. A.E.C. AV 470 diesel engines, five-speed gearboxes and Park Royal cabs will be fitted. Over 100 of the chassis will be for load carriers, the majority having 17-ft. 3-in. wheelbase, whilst the rest will be 8-ft. 7½-in. wheelbase tractive units.

*This Albion Clydesdale, which has an insulated body, is operated for Dannon Milk Products, Inc., of Long Island, U.S.A., by the Truck Rental division of the Hertz Corporation.*



## Glasgow Earns a £311,000 Surplus

ALTHOUGH Glasgow's municipal transport services carried 21 m. fewer passengers in the financial year ending May 31, 1961, the transport department showed a surplus of £311,000, which is £271,000 more than was estimated last August.

This surplus is the biggest to be returned by the department for several years—last year there was a surplus of £116,124. It also means that there will certainly be no increase in fares this year. The department hopes that there will be no need for an increase before next May.

The motor buses showed a surplus of £849,000—a surplus of £717,000 was estimated—and the Underground made a profit of £36,396. The trolleybuses lost £36,000—£30,000 more than was expected.

The main reasons for the surplus are: (1) A fares increase last June, which brought in more revenue than was expected; (2) the continuing programme of conversion from trams to buses; (3) the withdrawal of British Railways'

suburban electric trains, which compelled many passengers to switch to municipal services; and (4) the reorganization of the department, including the withdrawal of uneconomic services.

Councillor Samuel Hughes, convener of the transport committee, said that this year would be a testing one for the department. The full effects of the recent wage increase to the traffic staff—estimated to cost £220,000—would be felt, and the higher price of fuel would add to their costs. They were sufficiently confident of the year's prospects, however, to estimate a surplus of £46,000 for the year to the end of May, 1962.

Mr. Hughes said that one particularly pleasing feature was that the department had now completely repaid the loan of £1,500,000 borrowed 10 years ago. Last year the tramway deficit was £538,141, which compared with an estimated deficit of £739,000. There are still 175 trams in service, and these will be withdrawn by October, 1962.

## Improved Results from C.I.E.

A WORKING profit of £420,654 is shown in the accounts of Coras Iompair Eireann for the year ended March 31, 1961, as compared with a deficit of £3,042 for the 1959-60 year. After interest and sinking fund payments there was a net deficit for 1960-61 of £246,174.

Although road freight revenue was up, the operating profit of £132,548 for this department represented a decrease, but in the road passenger section there was a rise in both revenue and profit, the latter standing at £764,305.

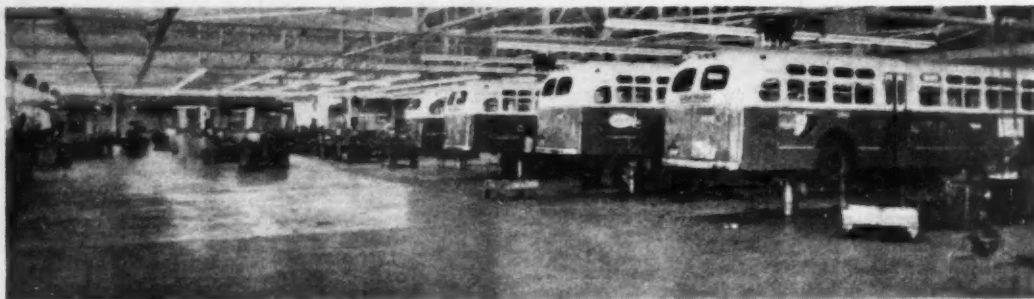
Whilst the number of double-deck buses owned by C.I.E. rose from 728 to 770, the number of single-deckers fell from 524 to 497. All the single-deck buses overhauled during the year were

repainted in the new colour scheme of rose pink and cream.

Prime movers employed in fire goods department were increased by 28, to 979, this being principally attributable to a rise in the tractor total. Trailers also rose in number. At 49½ m. there was a slight fall in the vehicle mileage for the passenger fleet.

## MAN PRODUCES MORE VEHICLES

THE German concern, Maschinenfabrik Augsburg-Nürnberg AG, producer of MAN vehicles, announces that it plans to manufacture a total of 13,000 goods vehicles and motor buses over the current year. This compares with 12,000 units last year and about 11,000 units in 1959. Two-thirds of the company's goods vehicle output is now made up by heavy-vehicle production.



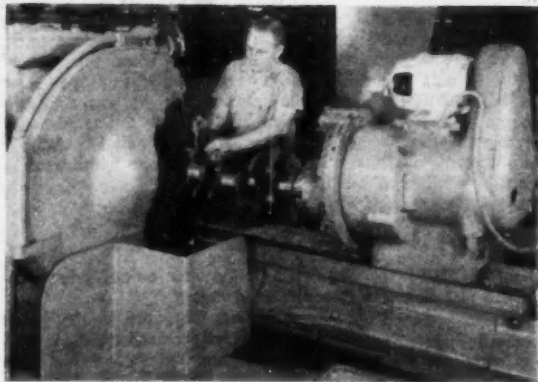
*A view of the recently modernized body shop and maintenance floor.*

## The Philadelphia Story

**A £12m. Modernization Programme Has Been Completed by the Largest Privately Owned Transport Company in the World**

**T**HE city of the Quakers, where no matter what you do on a Sunday—it's sinful. However, Philadelphia is also a city with the largest privately owned transport system in the world. The Philadelphia Transportation Company have just completed a £12m. modernization programme, mainly in their maintenance departments, and by an addition of 1,000 new 52-passenger diesel-engined buses, which are replacing petrol-engined vehicles.

Their new maintenance centre, stores department and general offices, occupy this new £2m. operations centre, where 1,500 buses are serviced, with provision for complete overhauls and repairs. The mechanics also carry out all the maintenance work on the cars of service supervisors, company goods vehicles, snow ploughs and other equipment (including three armoured cars).



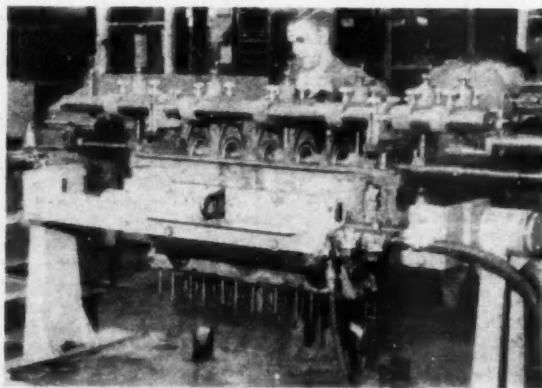
*One of the latest crankshaft grinders in action in the company's ultra-modern machine shop.*

The shop is a one-storey building with dimensions of 321 ft. x 345 ft. Its trussed roof is supported by the outside walls and by one row of columns down the centre, so that all buses can be easily manoeuvred.

In this huge open shop, there are enclosed rooms for steam-cleaning, sand-blasting, metal spraying, battery charging, radiator repair and hot-tank work.

The Philadelphia Transportation Company have many other maintenance centres. At some, work is performed on their trolleybus fleet, while others are responsible for

maintaining the subway rolling-stock and equipment. At other centres, trolleybuses and trams are given complete maintenance whilst another centre is devoted entirely to rail bending, and so on, for track work on surface and subway lines. They have 575 subway and elevated cars and maintain 260 miles of track, plus 350 miles of overhead wires.



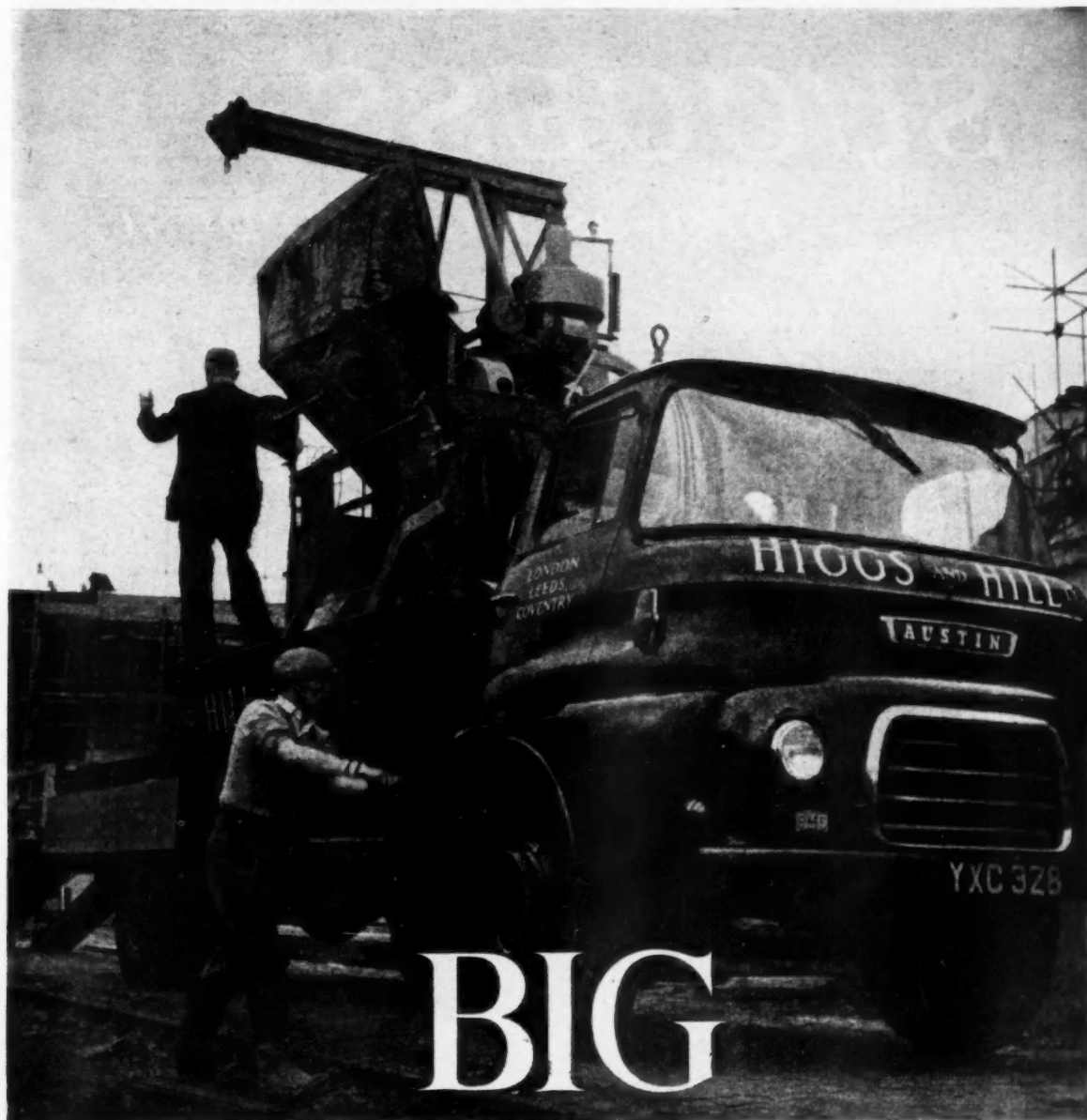
*This operator is engaged in line boring main bearings.*

One of the main functions of this huge new maintenance shop is the complete reconditioning of bus engines. The operation starts with the removal of the entire unit, including transmission. After the engine and transmission have been completely dismantled, the parts are thoroughly cleaned in the steam-cleaning and hot-tank area, each part being carefully inspected and repaired or replaced as required.

After reassembly and adjustment, engines are tested in a special dynamometer room. In the meantime, the bus from which the engine was removed is fitted with another engine-transmission assembly and put back into service, unless scheduled for body repairs or repainting work. Body repair work is done in the shop's central area. Here sheet metal fabricating equipment is used to make the various metal panels which may be required.

The paint shop, separated from the rest of the building

*(Continued on page 111)*



# BIG

## HIGGS AND HILL CHOOSE AUSTIN 7 TONNERS

Engineering contractors, Higgs & Hill Ltd., build roads and runways, factories and flats, power stations and bridges. In their Austin fleet are 46 7 ton trucks and tippers. Chosen for:

**MASSIVE STRENGTH:** extra strong steel frame braced by 5 cross-members. Exceptionally robust front axle. Tough semi-elliptic springs. High-efficiency steering. Powerful servo-assisted brakes.

**POWER PLUS ECONOMY:** 5.1 litre O.H.V. 6 cylinder B.M.C. diesel engine. 105 b.h.p. at 2,600 r.p.m. Precision built direct injection equipment ensures maximum fuel economy.

men  
buy

# AUSTIN



Free personal  
benefits for your  
drivers. Ask us for  
details.



**DRIVER COMFORT:** Super luxury all steel safety cab. Uninterrupted visibility through deep wrapround windscreen. Foam rubber seating, all-ways adjustable. Sprung steering wheel.

**7 TON CHOICE:** 120", 150" or 160" wheelbase. Trucks with platform or dropside bodies, tippers with 6 cu. yd. Edbro or Telechoist hydraulic tipping bodies. Chassis/cab/scuttle units also available. **NEW LOW PRICE:** from £1,162.

**STOP PRESS** Latest addition to Britain's widest 5 cwt.-7 ton range is the new Austin prime mover for 18 ton gross train weight.

## BIG MEN INVEST IN AUSTIN

The Austin Motor Company Ltd, Longbridge, Birmingham  
Overseas Business—Austin Motor Export Corporation  
Limited, Birmingham, England  
London Showroom: 41-46 Piccadilly, London, W.1.

**SUCCESS\***  
*proves Dunlop best  
 -for you*

- \* **SUCCESS:** More new British commercial vehicles are built with Dunlop tyres than any other make.
- \* **SUCCESS** with world manufacturers: 65 of the world's leading commercial vehicle manufacturers fit Dunlop tyres as standard.
- \* **SUCCESS** in developing the most comprehensive tyre-testing and tyre-proving facilities in Europe.
- \* **SUCCESS** in Test Fleet operation: in 1960 the Dunlop fleet covered nearly 2 million miles over all kinds of roads at home and abroad.

#### **DUNLOP 'HIGHWAY MAJOR'**

This premium 'Giant', with its wider, deeper tread and massive shoulder buttresses gives you a bonus in tyre miles which more than compensates for its slight extra cost. It is a cool-running tyre with higher resistance to cutting and stone-trapping. Ideal for all types of heavy goods and passenger vehicles operating over hard-surfaced arterial and trunk roads, the 'Highway Major' makes a *real* contribution towards higher payload, lower running costs.

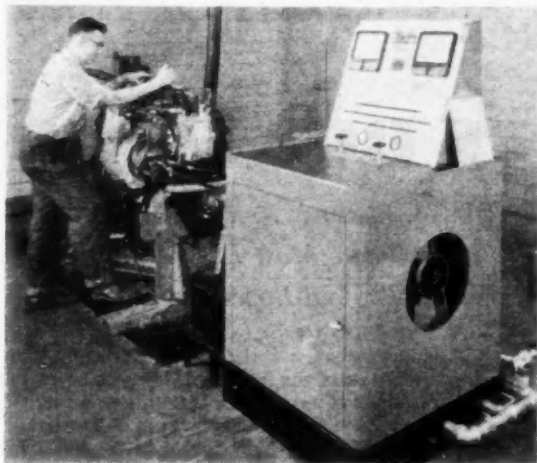


# **DUNLOP**

**FOR TOP MILEAGE—TOP ECONOMY!**

CIM 1061/611





*After reassembly and adjustment, all rebuilt engines are tested on this dynamometer.*

by a fire wall, occupies about a quarter of the area. An interesting feature of the shop is a self-propelled, mobile spray paint booth, which runs on tracks 200-ft. long, to paint the exteriors of seven coaches without stopping. Only one other city in the United States has such a spray booth.

In separate areas adjoining the shop are a torque converter room, where automatic transmissions for buses are repaired, and an air-conditioned, dust-free room used for carburetter assembly and the repair of fuel pumps. The careful maintenance and precise adjustment of the injectors are recognized to be of the greatest importance in assuring clean, smoke-free engine exhaust.

There is also an upholstery repair shop, and a room which houses the heating and air-conditioning equipment for the entire group of buildings in the maintenance centre. At one end of the building is a series of overhead doors raised and lowered by electronic electric-eye equipment, allowing buses to enter or leave without manual attention. On the roof of the building is a 170-ft.-high radio antenna, for the company's radio-telephone-equipped supervisors, emergency and service equipment.

The stores department holds over 40,000 different items valued at nearly £1m., the largest stock in the country. Purchases approximate £2m. yearly.

The accounting department has three special vibrating-screen coin and token sorting machines developed by the company's engineers. These sort half-dollar, quarter-dollar, 10 cent, five cent, one cent and two different-size tokens. The machines sort, count and bag four million coins and tokens daily, which go to other machines that count and wrap 50,000 rolls of coins and tokens daily.

The Philadelphia Transportation Company also own and rent to private individuals or companies, goods vehicles on a day or mileage basis, and they report that this new division is showing a good profit with signs of rapid expansion. Also operated on a maintenance basis, the service maintenance costs are found to be negligible.

The service pits are built on a 30° angle and each pit accommodates nine buses at a time, all fixtures being fire and explosion proof. They have modern draining facilities with sump oil running into underground waste tanks. Under each bus position there are four hose reels for water, air, engine oil and transmission oil.

Engine units to be dismantled and rebuilt are lifted out of the chassis by fork-lift truck, and transported to the cleaning department and stripping department. An overhead electric crane picks up the cleaned engine and lowers

it on to an engine stand, where mechanics can work in a comfortable position.

The cleaning department consists of a hot tank, a dip tank and a cold tank. The hot tank is for ferrous metals and the cold tank is for non-ferrous metals, all of which are lowered into the dip tank after they have been cleaned. Here they are coated with a soluble oil, which prevents them from rusting while waiting for repairs.

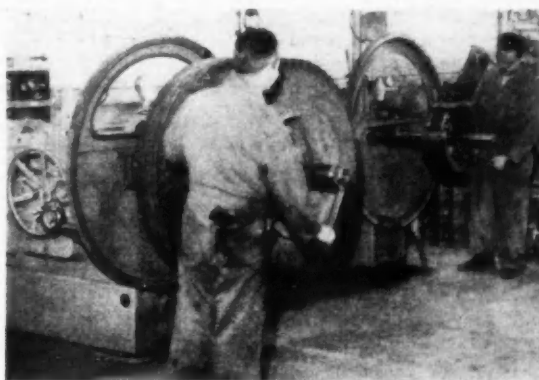
Cleaned parts are carefully inspected and if found serviceable, they are returned to the engine assembly line. If work is required, they go to the machine department. Parts which fail to pass the inspection are scrapped, and new parts requisitioned to replace them.

The brake department is equipped to reline and carry out a complete brake overhaul on four buses a day. This work is done with heavy duty linings and all linings are inspected every eight to ten days, depending upon the mileage of the bus. This means that their fleet receive a half million inspections in the course of a year.

There is a special transmission department, where mechanical transmissions are overhauled and chipped or broken gears are replaced and inspected to manufacturers' specifications. Hydraulic transmissions are also overhauled. The company have designed their own special test unit. They have installed an underground tank, which holds 55 gallons of transmission fluid (torque converter fluid) and to this they have mounted a pump and air compressor.

All the mechanic has to do is connect the line to the transmission, open a valve and build up the required pressure. After testing, the valve is closed, the pressure drops and the fluid runs back into the tank. The oil is not handled and is screened as it drains back into the closed tank, thus keeping the fluid clean.

The company's buses, trolleybuses, trams and subway and elevated lines operate more miles daily than are equivalent to nine times around the world. They carry two million passengers daily. In operating the world's largest privately



*The brake repair shop is equipped to reline and carry out a complete brake overhaul on four buses a day.*

owned transport system, plus leased lines, they maintain services over 1,550 miles of surface routes and 54 miles of subway and elevated lines.

They have 82 supervisors cars, emergency trucks and repair trucks located strategically throughout the city. At the end of each high-speed line, which radiates out from the centre of the city, they have what is called by the company, "Parking Fields." Suburban customers drive their cars here, get free parking and travel in the buses to the city. These fields are kept plowed free of snow during the winter, and have resulted in thousands of additional passengers.

# The Common Market . . . Manufacturers are Ready

**B**UOYANT enthusiasm best describes the mood of the British commercial-vehicle industry with regard to the prospect of Britain becoming a member of the European Economic Community (E.E.C.), or the Common Market as it is more popularly called. This much is clear from discussions I have had with senior officials of some of our vehicle and component manufacturers, and there are good reasons why this should be so.

Last year, for example, registrations of new British goods and passenger vehicles in the six E.E.C. countries exceeded 1958 registrations by 70 per cent., despite unfavourable tariffs, whereas in the European Free Trade Area ("Outer Seven") the corresponding rise in British vehicle registrations was only 44 per cent., this figure including Finland, which country is associated with EFTA.

It is obvious, therefore, that any fall-off in trading between the United Kingdom and EFTA, which might follow our joining the Common Market (because of the abolition of preferential tariffs between the Outer Seven countries), would be relatively slight compared with the tremendous potential for increased commercial-vehicle sales within the E.E.C. which would result, particularly in France, Germany and Italy—markets which have always been difficult because of trade barriers.

The industry is prepared for this possible reduction of sales in EFTA countries, and to a certain extent our trade with the Commonwealth is viewed in a similar light: a few important manufacturers having viewed the Commonwealth as a shrinking market for British commercial vehicles for some time now, in any case, principally because many of these countries—and other overseas countries, which have in the past provided big outlets for our products—are concentrating more and more on establishing their own vehicle industries.

This being the case, British manufacturers are left with little alternative but to look to the European mainland as their best market, and although I have already quoted figures which show a promising gain in sales in the present Common Market area, this gain cannot be expected to continue indefinitely unless Britain joins the Market, duty-free trading between E.E.C. members being proposed take effect by 1966, although this could well happen earlier at the present rate.

This, then, is the crux of the matter in so far as it affects the British commercial-vehicle industry: our production and

## European Mainland Regarded by Many As The Place Where Most Expansion Can Take Place: Buoyant Hopes For The Future

sales will undoubtedly rise if the U.K. joins the Common Market, but the state of the industry is likely to be parlous if we do *not* join, and under such circumstances many of our smaller manufacturers could be put out of business.

To emphasize this point, I cannot do better than quote Sir Henry Spurrier, chairman and managing director of Leyland Motors, Ltd., the champion heavy-vehicle exporters to Europe. Sir Henry told *The Commercial Motor* that: "In so far as Leyland is concerned and our associated companies, we are of the opinion that the United Kingdom cannot afford *not* to belong to the Common Market, bearing in mind that it has a potential of some 200m. people and

that it is an expanding and vigorous economy, which is likely to be equal to that of the United States of America."

Sir Henry added this proviso, however: "At the same time, we feel that prior to actually becoming a member of the Common Market, the British Government must be in a position to negotiate reasonable terms and that we must give full consideration to the long established profitable trading conditions which at present exist between this country and the Commonwealth countries and in which the commercial-vehicle industry in particular has been so successful."

"If we do not join the Common Market we feel that one of the biggest trading blocs in the world will be closed to us and that a great competitive stimulus will be removed from our industry, which we think in the long run will do it good. We must bear in mind," said Sir Henry "that many

Commonwealth countries today are gradually developing their own manufacturing industries, which, in the ultimate, must restrict the imports which they can accept from this country."

Admittedly, our joining the E.E.C. would throw the British market open to Continental manufacturers, but whilst this might provide the car and motorcycle industries with unwelcome and maybe even overwhelming competition in the domestic market, the commercial-vehicle manufacturers should have little to worry about, and they

**NEW COMMERCIAL VEHICLE REGISTRATIONS  
E.E.C.**

COUNTRY	REGISTRATIONS	1958	1960
Belgium and Luxembourg	Total .. ..	14,150	18,900
	British .. ..	1,845	2,950
France .. ..	Total .. ..	145,000	165,000
	British .. ..	22	460
Germany .. ..	Total .. ..	77,600	99,000
	British .. ..	24	14
Holland .. ..	Total .. ..	15,700	24,100
	British .. ..	3,200	5,200
Italy .. ..	Total .. ..	27,800	46,200
	British .. ..	—	30

**EFTA**

COUNTRY	REGISTRATIONS	1958	1960
Austria .. ..	Total .. ..	7,600	10,000
	British .. ..	124	576
Denmark .. ..	Total .. ..	16,780	25,000
	British .. ..	5,276	7,000
Finland .. ..	Total .. ..	8,000	17,400
	British .. ..	2,958	5,800
Norway .. ..	Total .. ..	9,400	11,150
	British .. ..	2,500	3,200
Portugal .. ..	Total .. ..	6,250	6,725
	British .. ..	2,369	2,226
Sweden .. ..	Total .. ..	13,800	14,900
	British .. ..	800	1,320
Switzerland .. ..	Total .. ..	4,700	6,650
	British .. ..	287	494

# and Waiting

by John F. Moon

A.M.I.R.T.E.

do not anticipate a really significant increase above the present import figure, which at the moment forms approximately 1 per cent. of the total sales in this country.

There are two main reasons for this apparent complacency. One is that our biggest-selling makes of commercial vehicle are of a far higher standard in respect of design at least—even if not always in terms of quality—than comparable Continental types. Indeed, there is a discernable Continental design trend towards producing British types of vehicle.

The other important factor is price, and here again our larger producers can under-sell their Continental competitors by appreciable margins when the basic prices—uninflated by duties and taxes—are directly compared, as will be the eventual case with the Common Market. A "low-cost" French diesel 4-tonner, for example, is priced in France about 60 per cent. higher than an equivalent British vehicle in Britain.

## Optimism Over Sales Prospects

These two reasons are also, of course, the basis for the industry's optimism concerning our sales prospects if we join the E.E.C. It seems fairly obvious that the greatest sales gains will be made in the medium- and heavy-capacity fields, although the prospects for passenger chassis are bright also. Exports to Europe of light vans might not swell to the same degree, however, because in France, Germany and Italy, indigenous  $\frac{1}{2}$ - and  $\frac{3}{4}$ -ton commercials—embodying private-car running units—provide a serious measure of competition for our own products of this type.

Significant, however, is that many British manufacturers will be prepared to buy rough or finished components for vehicles or engines from other Common Market concerns, providing quality and price are advantageous, although few seem to take kindly to the idea of co-operation with Continental vehicle manufacturers.

British trailer and semi-trailer design is gradually improving, so there is no cause for British exporters of this type of equipment to be unduly depressed about our prospects in the Common Market should we become members, whilst goods and passenger body manufacturers should be little affected either way, as the demand for bodies in this country will continue at the present rate, irrespective of the country of origin of the chassis on which these bodies are to be mounted, whilst specialized body manufacturers should be able to compete quite happily with their Continental opposite numbers.

Generally speaking, British manufacturers of components and accessories are as enthusiastic about the idea of our joining the Common Market as the vehicle manufacturers and those with any existing markets in Europe at all, feel that the picture could become very black if we did not join, whilst those without markets in Europe at present regard the possibility of our union with the

E.E.C. as a heaven-sent opportunity to compete with European producers on equal terms.

For the purposes of this survey I contacted seven British vehicle manufacturers and five component and accessory makers, whilst reactions were also sought from three Continental manufacturers. Unfortunately, it has not been possible to get a general statement on behalf of the industry from the Society of Motor Manufacturers and Traders, Ltd., who feel that the issue has taken on such a political complexion that a pronouncement cannot be made at this time.

However, I consider that the manufacturers' opinions which follow indicate the feeling throughout the industry, whilst at the same time giving an indication of how these manufacturers hope to tackle the scope for increased sales which our link with the E.E.C. would create.

## Vauxhall Motors, Ltd. (Bedford)

**M**ORE Bedford vehicles are sold in Europe than any other British make of truck, sales to Common Market and EFTA countries last year totalling 2,789 and 5,438 units respectively—over 16 per cent. of the total exports of Bedford vehicles for that year, and about 28 per cent. of the total exports of British vehicles to the E.E.C. and EFTA.

Bedford sales in Europe are expanding still further: in the first five months of this year 45 per cent. of all new commercial vehicles sold in Denmark were Bedfords, as were approximately 25 per cent. of the new-vehicle sales in Holland, Norway, Portugal and Finland. These successes have taken place in the face of strong French and



★  
"... Bedford go in with a strong hand"—Mr. C. G. Tipper, O.B.E., export sales manager of Vauxhall Motors, Ltd.  
★

German opposition and despite the unfavourable tariffs which British vehicles entering Common Market countries have to carry, so, to quote Mr. C. G. Tipper, Vauxhall's export manager, "Bedford go in with a strong hand." Vauxhalls sell commercial vehicles in all the E.E.C. and EFTA countries with the exception of Germany, German sales not having been developed yet because of lack of production capacity and because distribution in Germany is still providing a subject for considerable planning.

Whilst the demand for the latest Bedford models has far exceeded the supply, it is certain that Bedford sales will expand if Britain joins the Common Market, and Vauxhalls estimate that by 1965 their annual sales in the principal European countries will have risen by at least 10,000 above the present figure, assuming that Britain joins the Common Market within the next year or so.

All this requisite increased production will stem from Vauxhall's British plants, but in what condition the vehicles will be sent to Europe is at present open to some doubt.



Currently c.k.d. packs are sent from Dunstable to the G.M.C. plant at Antwerp, where Bedfords for the Benelux countries are assembled, and to the G.M.C. Copenhagen establishment, which supplies the Danish market.

For all other European sales, complete vehicles are sent from Dunstable, and whilst reduced tariffs should remove the need to use c.k.d. packs, if labour rates in Belgium stay low the present system might be continued—at any rate until the Antwerp plant reaches the limits of its capacity.

Vauxhall's regard their greatest potentials for Bedford vehicles as being in France, Germany and Italy, and expect to make major gains in these rapidly growing markets. These increases will mainly deal with medium-capacity diesel trucks, sales of light vans not being expected to rise to the same degree on account of locally produced vehicles of similar type.

It is expected that the existing Bedford dealer network in Europe, which is led by G.M.C. organizations in seven countries, will have to be expanded, but this is not viewed as being likely to cause too many difficulties. Neither is it intended to develop any new designs specifically for Europe—after all, the success of existing designs shows that Vauxhall's are already tuned to European lines of thought.

A fall-off in sales of Bedford vehicles in non-European territories is regarded by Vauxhall's as inevitable, irrespective of whether Britain joins the Common Market or not, partly because so many countries are setting up their own vehicle industries, whilst Japan—whose output is second only to the U.S.A.—is now providing very fierce competition in Asia and Australasia. Vauxhall's have found that sales of Bedford vehicles in the Commonwealth have been showing a distinct decrease of late, so they regard Europe as being their most important market in future years—a market which Continental makers will find Vauxhall's tackling with increased vigour.

### The Leyland Group

(Leyland, Albion, Scammell and Standard-Triumph)

"IT will mean hard work, but nevertheless a welcome chance to expand an already thriving export market." That is what the prospect of Britain entering the Common Market means to the Leyland group, who not only have extensive production facilities in Great Britain, but manufacturing arrangements in several Continental territories also.

Sir Henry Spurrier, told me: "The Leyland Group of companies is well established in the Commonwealth and we do not wish to lose the strong position which we have built up in those territories in many years. At the same time, however, we realize that we must adapt ourselves to a changing world, and we readily accept the challenge offered by the European Common Market as we are convinced that, given equal opportunities, our company can compete with any European manufacturer in existence today.

"At the present moment, we are already well established in Belgium and Holland, and look forward to the opportunities offered by being able to expand in France, Germany and Italy."

In the Common Market Leyland products are sold in appreciable numbers in Belgium and Holland, whilst small but significant penetration has been made into Germany, though mainly with industrial power units. So far as EFTA is concerned, Leyland group products sell in all countries.

Because of these existing markets Leyland have developed manufacturing facilities in Belgium and Holland, the more important centre being in Belgium, where the Brossel plant

could manufacture sufficient chassis to meet the needs of Benelux and northern France. Brossel production can be increased by reducing the number of components which Brossel themselves have to manufacture and using instead, parts made in either Britain or other Common Market countries.

Assuming that some of the EFTA countries will join the Common Market if Britain decides to, Leyland's position is further strengthened by their ownership of D.A.B., Denmark, a company which, although basically body manufacturers, could build Leyland group chassis, if necessary.

Leyland do not pretend that new designs may not be necessary, and example the Brossel Europ and the latest Pegaso ranges as current instances of this trend. The Leyland group is fully prepared to tailor its designs to suit European requirements therefore.



★  
 "... we readily accept the challenge offered by the European Common Market..."—Sir Henry Spurrier, chairman and managing director of Leyland Motors, Ltd.  
 ★

It is not felt that Leyland will have to follow the lead of certain important French, German and Italian manufacturers, who have banded together to provide combined servicing facilities throughout Europe. Accordingly, they have already started to reorganize their sales and service network and intend to remain independent of other manufacturers when the time comes for expansion.

Leyland anticipate increasing demand in Europe for articulated outfits and feel that medium-duty six-wheelers—such as the Albion Reiver—could well become popular if general agreement is reached as to a Continent-wide set of vehicle-construction regulations, which could well limit four-wheelers to about 14 tons gross solo weight. They do not regard competition in Britain from Continental manufacturers as being a particular menace.

### The British Motor Corporation

WHEN I asked Mr. J. F. Bramley, B.M.C.'s export sales director, how he viewed the prospect of Britain joining the Common Market he gave a cautious reply; "We support the idea of the Common Market in the widest possible sense, but the Government should not place us in the position of losing established markets and having to make up the lost volume in the highly competitive European area." Although B.M.C. sell commercial vehicles successfully in all Common Market and EFTA countries, Mr. Bramley was quick to point out that B.M.C.'s European policy is a combined one for both cars and commercial vehicles.

Mr. Bramley said that, whilst he felt we should be in the Common Market, Commonwealth trading problems caused some concern. At present a slightly higher percentage of B.M.C.'s commercial-vehicle sales went to EFTA as opposed to the Common Market, although the combined sales in both areas, whilst expanding rapidly, were small

(Continued on page 115)



**For specialised needs . . .  
and first-class bodywork for  
general transport**

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We build bodywork to specification on new or used chassis,  
or supply complete new vehicles to your requirements.

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# Bedford's all-new

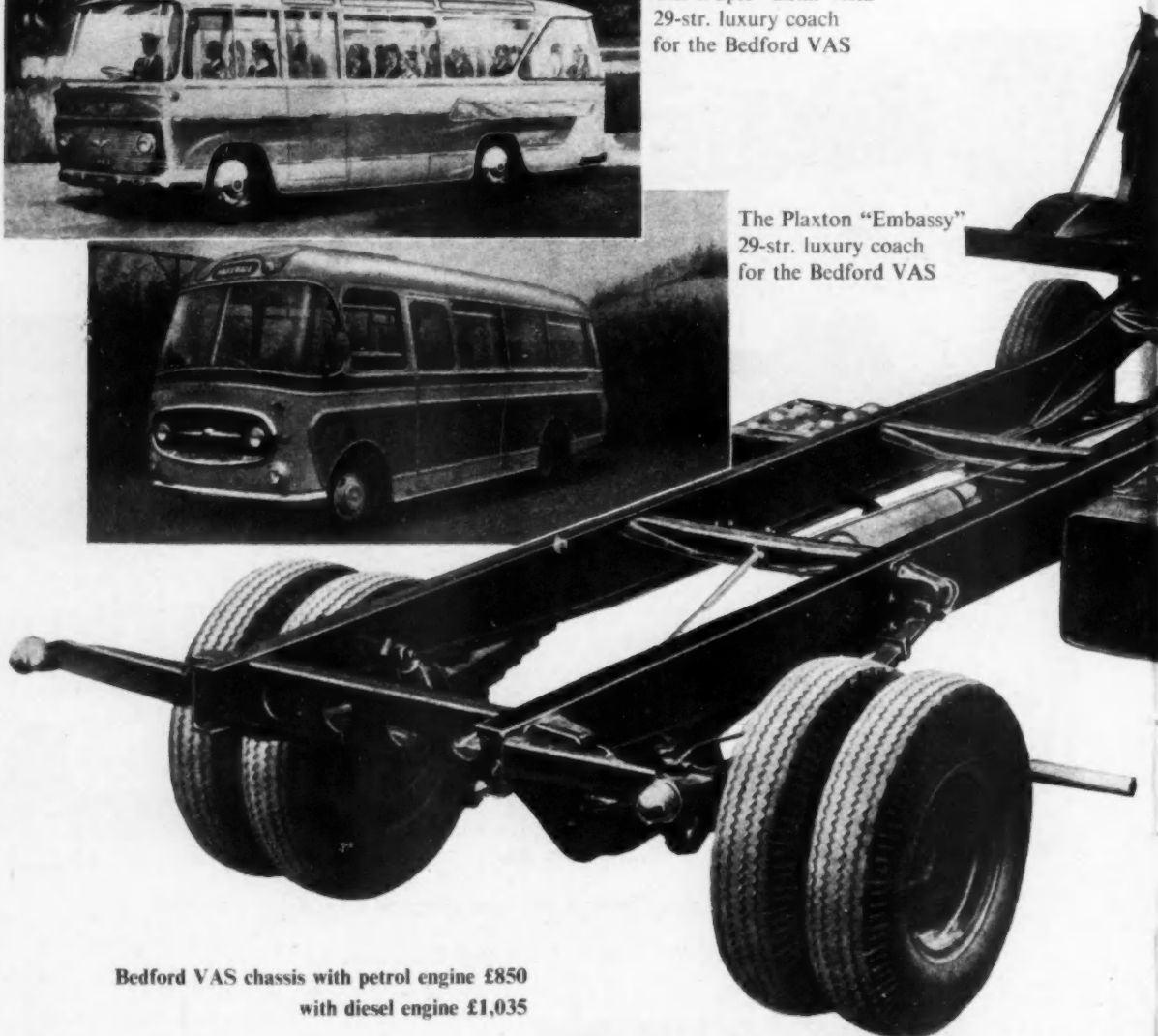
**Right from the wheels up designed**



The Duple "Bella Vista"  
29-str. luxury coach  
for the Bedford VAS



The Plaxton "Embassy"  
29-str. luxury coach  
for the Bedford VAS



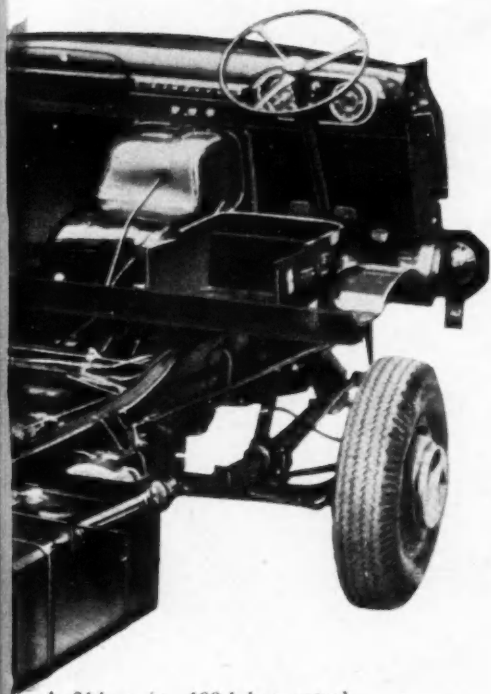
Bedford VAS chassis with petrol engine £850  
with diesel engine £1,035

**You see them everywhere...Better buy**

# 29/30 str. chassis

for passengers, built for passengers

...to meet the  
demands of  
operators  
everywhere



- ★ 214 cu. in. 100 b.h.p. petrol or 300 cu. in. 97 b.h.p. diesel engine.
- ★ Air pressure servo-assisted brakes for diesel model, suspended vacuum servo for petrol model.
- ★ 16" wheels and tyres for low floor height and low centre of gravity.
- ★ Built from the wheels up as a passenger chassis.

This new Bedford VAS has been conceived as a medium-sized model for 29/30 seater coaches or 30/31 seater buses.

In large fleets the VAS is designed to work together with its big brother—the famous SB 41-seater. It helps to bring balance to the fleet by providing economical transportation for smaller parties. It is excellent for rural services and for school bus work. With handy overall dimensions—length 24 ft., and width 8 ft. or 7 ft. 6 in.—it is an ideal model for tours off the beaten track.

In every way the VAS is a *luxury* coach chassis. *Superlative suspension*, in the best Bedford tradition, made possible by long, wide extra supple springs and double-acting hydraulic shock absorbers. *An extra low loading line* results from the combination of 16 inch wheels and tyres with a low flat frame; centre of gravity is lowered, cornering and stability vastly improved.

The VAS is backed by Bedford's 30 years of experience in the passenger vehicle field. Low in initial cost, low in running costs, and low in tyre costs, it will prove a real money spinner for the discerning operator. Your Bedford dealer will gladly provide full details and literature.

# BEDFORD

# THE HIGHWAY TYRE WITHOUT EQUAL

## Firestone CROSS-BAR

(SUPER MILEAGE TRANSPORT)

**extra tread  
drive-wheel tyre**

**Study these reasons WHY this is  
THE tyre for Highway Service**

**WIDE CENTRE RIDING STRIP**—more rubber in contact with road surface giving longer wear.

**WIDE, FLAT TREAD**—spreads the load evenly and helps longer life.

**CROSS BARS FIRMLY ANCHORED** to prevent distortion and wiping.

**EXTRA DEEP NON-SKID PATTERN** and thick heavy tread base for longer mileage.

**COOL RUNNING** because spaces between cross bars allow free air circulation.

**CARCASS** of Safety-Tensioned, Gum-Dipped Rayon Cord.

**STRONG BEAD FOUNDATION** eliminates excess chafing and flexing.

**NON-SKID SAFETY** under all highway conditions.



**Firestone** **CROSS-BAR** (Super Mileage Transport)

B20





compared with total exports, and Common Market trade was a small proportion of that with the Commonwealth.

B.M.C. expect to expand sales in Europe, and recognize that the rapidly expanding market in Europe offers considerable scope should Britain join the E.E.C. The increased production needed to cope with expansion in Europe will be provided by the new Bathgate factory, the eventual production capacity of which will be in the region of 2,000 trucks a week.



★

"... the Government should not place us in the position of losing established markets..."  
—Mr. J. F. Bramley, export sales director of the British Motor Corporation.

★

B.M.C. do not anticipate having to change the designs of their commercial-vehicle ranges to suit European conditions, as they say the designs are formulated for much more arduous use than prevails in the Common Market in any case. Any future chassis and cab developments for all world markets would benefit European users.

British manufacturers would have an added incentive to enter into assembly or manufacturing agreements if we fail to join the E.E.C., but joining would not preclude such arrangements where they were on an economic basis.

Sales and service should present no problems, as B.M.C. have a growing but flexible network of distributors and dealers throughout Europe, with new headquarters being established in Geneva.

#### The Rootes Group

NEARLY £4m. worth of commercial vehicles were sold by the Rootes Group in Europe last year, the European market accounting for 23 per cent. of all the Group's exports. Of this total 11 per cent. of the sales were made in Common Market countries, whilst for the first six months of this year the figure has risen to 15 per cent., Benelux being the biggest customer.



★

"... plenty of opportunity for increased sales in Common Market countries..." — The Hon. Brian Rootes, managing director of Rootes, Ltd.

★

The Hon. B. G. Rootes, managing director of Rootes, Ltd., told me that our joining the Common Market would provide plenty of opportunity for increased sales in the Common Market countries and would lead to increased production in Rootes factories in Britain. Mr. Rootes felt

that whether the other EFTA countries joined the Common Market or not, sales of Rootes commercial vehicles in those countries would not rise to the same extent as they would in the Common Market area, the rapid rise in the standard of living in the E.E.C. countries being responsible for this.

Mr. Rootes added that there could well be a 400 per cent. increase in European commercial-vehicle requirement within the foreseeable future. He warned that should British labour costs rise too sharply, imports of Continental light and medium vehicles could well form a threat in Britain, explaining this by saying that Continental manufacturers usually worked to a larger profit margin than British companies, enabling them to absorb wage increases more readily.

Designs might have to be changed, said Mr. Rootes, particularly if common vehicle-construction regulations for the whole of Europe come into being. Even so, he pointed out that Europe formed less than a quarter of Rootes' exports, so designs would not be changed at the expense of other markets unless these other markets decreased in importance in the meantime.

Being already well established in Europe, with associate companies in Belgium, France, Germany, Italy, Sweden and Switzerland, the Rootes group is now concerned with the long-term process of building up really efficient dealer and service organizations.

#### A.E.C., Ltd.

IN the event of Britain joining the Common Market, A.E.C., Ltd., would cease to assemble vehicles in Belgium and Holland, being of the opinion that it would be cheaper for them to ship built-up chassis from Southall to Europe. This would lead to a considerable increase in Southall production because A.E.C., in common with most heavy-vehicle manufacturers, view the prospect of our joining the Common Market with relish, and feel that France, Germany and Italy are markets which provide tremendous scope for the sales of A.E.C. heavy vehicles.

At the same time, however, a senior export official expressed the feeling that they could expect some competition in Great Britain from the principal Continental manufacturers.

A.E.C.'s main territories in the Common Market area are the Benelux countries, and they are particularly well established in Belgium and Holland. Should Britain join the Common Market, the Belgium company would act as the marketing hub, whilst the Dutch concern—Verheul—would continue to manufacture passenger and specialist vehicles.

Regarding service, A.E.C. will concentrate on finding top-quality distributors for their products in France, Germany and Italy, and if these cannot be found they are prepared to buy-up existing concerns. France is viewed with particular importance, as even small penetration into this market would have appreciable financial and prestige value.

Should other EFTA countries join the Common Market if we do, A.E.C. anticipate that Swedish manufacturers will provide their greatest competition within the present EFTA area, except possibly in Portugal, where A.E.C. sales are high already.

It is not expected that radically new designs will need to be evolved to meet future eventualities. Thus the A.E.C. plan is fairly straightforward: concentration of production at Southall, increased output and consolidation of existing Continental centres.

#### The Ford Motor Co., Ltd.

OFFICIALS were not prepared to issue a statement with regard to the current Common Market negotiations.

### Seddon Diesel Vehicles, Ltd.

IN the opinion of Mr. H. Redmond, joint managing director of Seddon Diesel Vehicles, Ltd., our joining the Common Market should be "a good thing" in the long run, particularly as British manufacturers can match Continental makers on price. However, Europe could not be divorced from existing and potential Commonwealth markets, and provided sales in these markets did not fall off, our joining could only lead to increased sales and production.

To cope with this, Seddon's would expand their existing assembly facilities in Belgium and Holland and would make as much use as possible of low-cost labour in these countries to assemble their vehicles. Costs would be the key.

Mr. Redmond told me that he felt the major problem would arise if we did *not* join the E.E.C., in which case all Seddon's existing European markets would harden against them.

### The Perkins Group

THE managing director of F. Perkins, Ltd., Mr. M. I. Prichard, welcomes enthusiastically the idea of Britain joining the Common Market and anticipates a noticeable increase in production and sales following this move, plans already being afoot to expand the current Peterborough production by 50 per cent.

Perkins, who sell engines in all the Common Market countries—although no automotive units as yet in Germany—are fortunate in having a well-established base in the Common Market, this being their engine-production plants in Paris. Should we join the E.E.C., therefore, production will be rationalized between Peterborough and Paris, so that eventually all of some types of engines will be made in France, with production of other types emanating solely from Peterborough, where daily production will shortly reach a figure of 1,500 units.



★  
". . . can only result in increased sales . . ."—  
Mr. M. I. Prichard,  
M.C., managing director  
of F. Perkins, Ltd.  
★

Mr. Prichard dismissed fears of competition from Continental-manufactured engines inside the United Kingdom, other than a very limited call for specialized units. With regard to competition from existing manufacturers in the Common Market, he felt that our joining the Market would definitely make this competition more fair and can only result in increased sales, as Perkins engines sell successfully now despite tariff impositions.

There will be need to revise and modify existing Perkins designs to suit Continental conditions, and such plans are already in hand, a turbocharged version of the Six 354 unit being scheduled for production next year.

After-sales service in Europe will be handled by existing and potential Perkins-owned companies, to whom supplies would be sent direct from the manufacturers.

The existing Perkins market in E.E.C. countries is large, 1960 sales totalling £5½m., with a further £1½m. of sales

into EFTA. Although only a small percentage of these engines were automotive, the numbers involved are significant from the prestige angle and will form a firm foundation for future automotive engine sales in the areas concerned.

### The Dunlop Rubber Company

ASSUMING a continuation in the present rate of growth of the potential market in Europe, Dunlop feel that it would definitely be to their advantage if Britain joins the E.E.C. and, anticipating this development, have carried out thorough investigations into the present and potential tyre-trading positions in Common Market countries.

They are not complacent about the future, however: in the words of their managing director, Mr. Reay Geddes, the Common Market "does not bring growth, but brings the opportunity for growth." Already Dunlop tyres are sold throughout the Common Market and EFTA, and the company does not foresee any reduction in home-market sales being occasioned by increased imports of foreign tyres.

To sum up the Dunlop position, therefore, it is obvious that they are already in a strong position to deal with whatever increased trade may result (there are several Dunlop factories in France and Germany), but design and production problems will continue until standardization permits an appreciable reduction in the number of different types of tyre at present required. Even so, "variety of problems means variety of opportunity," to quote the recent words of Mr. T. E. Peppercorn, Dunlop's overseas director.

### The Lucas Group

(C.A.V., Girling, Lucas and Rotax)

IF the Common Market means a continual growth of business in vehicles and components, we intend to have our share." This was the reaction of a sales director of the Lucas group when discussing the possibility of Britain joining the E.E.C. He added that they would welcome the competition—both in Britain and on the Continent—and said that it would "keep us on our toes." Whilst they could expect to lose some business in the United Kingdom they would gain more than this on the Continent.

The Lucas group is well placed tactically to deal with a European sales battle, a central exporting group—Joseph Lucas (Export), Ltd.—having been formed in 1950, to handle the group's overseas sales and service. A chain of agents now exists throughout Europe, and the group is supplying original equipment to vehicle manufacturers in France, Holland and Italy in the Common Market, and Austria, Finland and Sweden in EFTA.

Service replacement parts are sold in all European countries—in fact, wherever British vehicles with Lucas group equipment are operating. This is the pointer: much of Lucas' trade depends on how many British vehicles are sold abroad at present, although there are big plans to expand their original-equipment market.

Regarding competition from Continental parts entering the U.K., Mr. E. W. Spracklen, director and general manager of Joseph Lucas (Export), Ltd., told me that any reduction in the British import duty on fuel-injection parts could lead to an influx of such components, but that the same thing would apply to British products on the Continent.

If Britain does not join the E.E.C., the group may decide to build more factories in Europe, in addition to the future Girling plant in Germany and the existing Roto-Diesel factory in France.

As only 8 or 9 per cent. of the group's export business is in the Common Market, they would not be in favour of our joining if it were at the expense of their other overseas

markets. Nevertheless, they feel that the potential market on the Continent is vast, and would not be slow to take advantage of the possibilities offered.

### The Guest Keen and Nettlefolds Group

**A**N export official from this group told me that there is little doubt that G.K.N.'s European trading position would suffer if we did not join the Common Market. Already there was a discernible trend away from G.K.N. in favour of cheaper commodities purchasable within the framework of the Market.

Our joining the E.E.C. would arrest this trend, enable existing outlets to be consolidated, and give the opportunity for general expansion throughout the whole of Europe. They are therefore all in favour of our joining the Common Market.

### Laystall Engineering Co., Ltd.

**A**LTHOUGH this concern, which manufactures Laystall Cromard cylinder liners and all types of crankshaft, do not at present sell direct to engine manufacturers in the Common Market, discussions are under way with a view to having these products made under licence in France and Germany.

The company viewpoint is that the reduced tariffs which would follow our joining the Market will remove one possible objection to Continental manufacturers buying from Laystall, so our joining cannot help but lead to more fair competition and the chance of establishing a European market for original equipment.

### Scania-Vabis (Sweden)

**T**HE export sales manager of A.B. Scania-Vabis, Mr. Gunnar Samzelius, told *The Commercial Motor*: "We still hope for an agreement between EFTA and the E.E.C.,

but regard the official British declarations at the latest EFTA meeting as otherwise. We expect, however, that Britain will not take separate action, but will negotiate in full co-operation with other EFTA members."

### D.A.F. (Holland)

**T**HE commercial adviser to D.A.F. gave the following views when questioned about his company's reactions to the possibility of Britain joining the Common Market:

"As a member of the Common Market, Britain will find an immediate improvement in the possibilities for her motor industry in Holland . . . whilst the Dutch motor industry will have to establish itself gradually in the United Kingdom. We are convinced that Britain's joining the Common Market will mean a sharp increase in the sales of British goods, and especially motor vehicles, in Holland." He went on to say that there was already a notable increase in the mutual trade between the present member countries.

"Should Britain decide to join she will be welcomed as a strong and equal partner . . . Britain must then naturally accept the fact that European firms, and especially the European motor industry, will do everything they can to obtain a firm footing in the British domestic market." This would involve a considerable amount of time and effort but, "the Continental motor industry will certainly exert itself to the utmost, all the more so as conditions will then be the same for everyone."

### M.A.N. (Germany)

**T**HE only comment Dipl.-Ing. Otto Meyer, M.A.N., vehicle export manager, was prepared to make on this subject was: "The Dutch D.A.F. concern have managed to sell 500 units in Germany within 18 months."

I think this is sufficient indication that the German commercial-vehicle industry is prepared for trouble should Britain join the E.E.C.

## London's Bus Travellers Switch to Rail

**M**ORE people than ever before are coming into Central London by public transport in the rush-hours, but more of them are travelling by rail. Census figures issued by London Transport this week, based on a survey taken last November, show that 1,187,700 passengers—nearly 27,000 more than a year before—enter the West End and City in the morning peak hours by public transport. This is a rise of 2 per cent.

### Fewer Passengers

Bus services, hit by traffic congestion, staff shortage and by more private cars on the road, have continued to carry fewer people to and from the central area and the number of passengers in the morning peak has dropped by nearly 7,000 to 215,600 and in the evening by about 6,000 to 179,500. This loss of rush-hour passengers on the bus services, however, is more than compensated by the increased traffic on the Underground and British Railways.

### Busier Peaks

The census also shows that the peaks are even busier. Between 8.45 a.m. and 9 a.m. 181,500 people enter central London, 7,700 more than in the previous year. In the evening 192,400 passengers leave between 5.30 p.m. and 5.45 p.m.—a jump of 4,600 over 1959.

A pointer towards further staggered

hours with, perhaps, a reduction in the working day for many people is shown by the fact that while homeward traffic has increased between 4.30 p.m. and 5.0 p.m. by 6,400, it has decreased between 5.45 p.m. and 6.15 p.m. by 4,500.

A London Transport spokesman commented: "Despite the overall increase in peak traffic, it is fairly well spread out and the staggering of hours campaign has helped ease the problem."



This fully insulated van body was built for L. Jarrett and Sons by Oldland Motor Body Builders, Ltd., on a Dodge 3165AZ, 8-ton chassis. Two Flettner rotary ventilators are fitted in the roof and the body sides have been made sufficiently strong to carry 10 load bearing transverse rails.

### I.O.T. Exam Courses

**T**HE City of London College, Moorgate, E.C.2, is again this year to hold classes for students taking the Institute of Transport examination courses. Enrolment may be made on September 15, from 10 a.m. to 4 p.m. (for last year's students wishing to enrol or completing courses), on September 18 from 5 to 7.30 p.m. (for last year's students—any course) and on September 19 and 20.



# Hoist Loaded Containers

*Large Grocery Distributor in Midlands Finds that Employing Light-alloy Demountable Containers has Reduced the Number of Prime Movers Required by Two-thirds. Extensive Use of Conveyor Systems has Cut Handling and Distribution Costs to a Minimum*

by P. A. C. Brockington, A.M.I.Mech.E.



(Above) The 22,000-sq.-ft. warehouse at Shirley is equipped with powered roller-conveyors for the handling of all incoming and outgoing packages. (Below) The marshalling area at the end of the conveyor system showing the ball top table and gravity conveyors.

**B**Y using 14 prime movers in conjunction with 21 demountable container bodies, Allied Suppliers (Transport), Ltd., of Shirley, Solihull, Warwickshire, provide a groceries and provision service to 250 retail premises in the Midlands area with two-thirds the number of prime movers that would be required if conventional rigid vehicles were employed. A similar system of transport is used for deliveries from the Harringay and Nottingham depots of the group and will eventually be applied to the entire transport organization of Allied Suppliers, Ltd., the parent company, whose nationwide assets include over 3,000 retail branches.

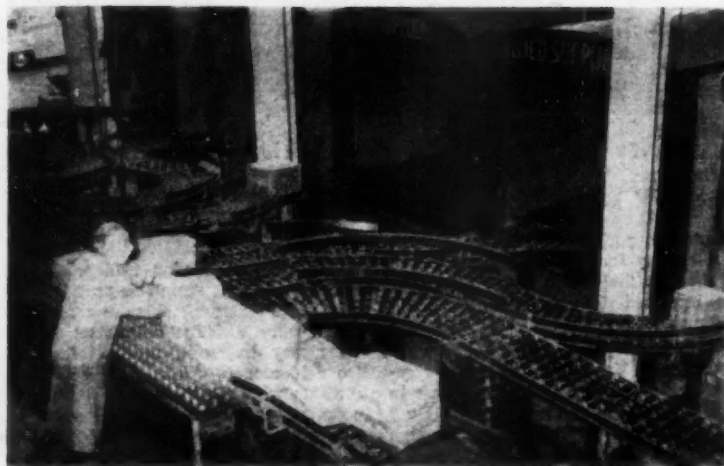
Allied Suppliers (Transport), Ltd., are responsible for the distribution to the national companies of Home and Colonial, Lipton, Maypole and Pearks. Goods are dispatched to Shirley from the Harringay depot, from factories in the group and from manufacturers outside the group, a substantial proportion of the total being carried in contractors' vehicles.

The layout of the 22,000-sq.-ft. warehouse of the Shirley depot (which has been in operation for three years) is based on the use of powered roller-conveyors supplied by the Manufacturers Equipment Co., Ltd., of Hull, for all internal movements of incoming and outgoing packages, which reduces handling to a minimum. The successful application of such a system must depend upon the availability of a site which would enable a warehouse to be erected giving adequate floor area, and it is notable that the existing site will allow for an increase of 100 per cent. in depot space at the same floor level.

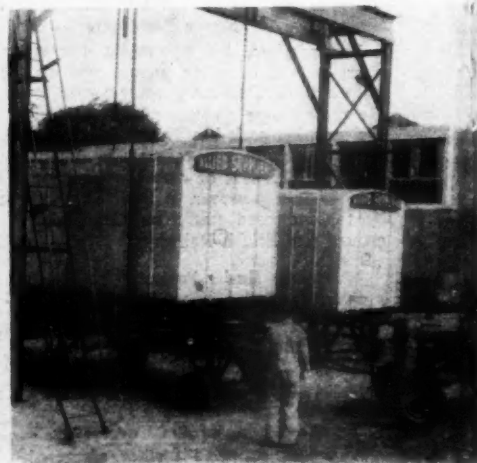
In the existing depot, loading and unloading are carried out on the same side of the building, whereas, if the depot is extended, goods will be loaded at one end and unloaded at the opposite end of the building, thereby reducing the movement of goods within the depot. It is notable, however, that the powered roller-conveyor makes light work of repeat handling, one of its main advantages being that it eliminates the need for gangways in the main section of the warehouse.

Each container is of light-alloy construction and weighs approximately 13 cwt. They have a capacity of 650 cu. ft. and are designed for a maximum payload of 6 tons. Equipped with roller shutters at the rear and on both sides, the containers have Perspex panels in the roof for lighting purposes.

Fitted with four steel-lined timber-packed mounting runners, the base of the container is located on two pairs of angle-section chassis longitudinals and is held in



B24





# Cut Distribution Costs



Mr. S. G. Rushton, the depot transport manager.

position by four hooks with threaded bolt sections, which are tensioned manually by a wing-type lever and are of the quick-release type. Using a direct-mounted skeleton sub-frame of light-alloy saves weight and cost, compared with mounting a container on a platform body; it also provides a lower floor height and offers the added advantage of easy access to the chassis running gear when the body is removed.

The manufacturers of these containers include Duramin Engineering Co., Ltd., King and Taylor, Ltd., and the Metropolitan-Cammell Carriage and Wagon Co., Ltd. All the containers are interchangeable, and this applies to a number of light-alloy platform bodies used for short-distance work for the carriage of special loads.

Initially, the containers are mounted on four-wheeled solid-tyred trolleys, made by B. C. Barton and Co., Ltd., of Tipton, which are hauled by a Nuffield Universal Three industrial tractor. The bodies are transferred from the trolleys to the prime movers by a Patterson-Hughes 7½-ton electrically operated gantry hoist with traversing gear, which can span three vehicles. An empty container can be unloaded from a prime mover onto a trolley, and a full container mounted on the prime mover in a few minutes by one operator helped by the tractor driver.

Careful consideration was originally given to the use of articulated trailers, in place of container-carrying vehicles, but it was considered that the latter promised the greatest advantages. A load of around 6 tons is normal for a delivery run and the higher payload potential of a semi-trailer could not have been exploited. The cost of 21 van-trailers would have exceeded the cost of the containers and auxiliary equipment (including the gantry hoist) by a substantial margin, and manoeuvrability in the warehouse would have been sacrificed. Moreover, the drivers prefer rigid vehicles to the articulated type.

Apart from minor modifications to obviate frosting-up troubles in winter the hoist has operated satisfactorily with the minimum of maintenance. It occupies a relatively small space and the fact that it often handles up to 60 containers in a day, more quickly than could be achieved by any other method, is compensation for its capital cost.

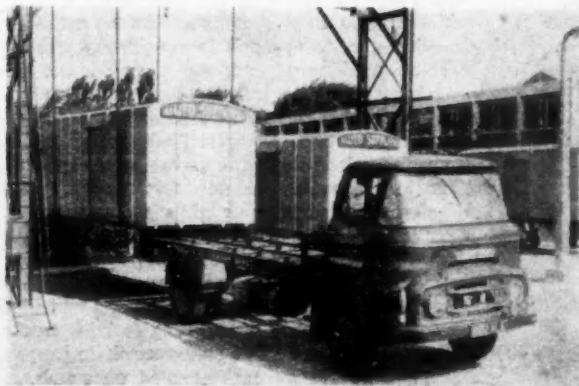
## Lifted by Four Slings

A container is lifted by four slings equipped with attachment pins, which are inserted into circular slots in the base-frame. These pins are initially located in the slots with the eye sections horizontal, and when tension is applied to the slings, the pins are rotated through 90° and automatically locked in position by a projecting flange. The hoist is controlled by a pendant switch panel.

Because Fridays and Saturdays are the busiest shopping days, deliveries are mainly carried out from Mondays to Thursdays. In spite of this concentration of traffic, however, and the time occupied for multiple drops, the vehicles average over 20,000 miles a year. A vehicle may be used for a number of loads in a day (in a radius of 20 miles) and a quick turnround at the depot is essential to full vehicle utilization. Over 200,000 packages a month are received and dispatched at the depot.

In addition to the delivery service, 10 night-collection runs are made weekly to the Harringay depot, using the M1 in every case. This saves valuable time compared with the A5 route, and the average speed on the motorway is about 40 m.p.h. The drivers also welcome the relative ease with which the run can be completed. Apart from the periodic use of the vehicles by the night drivers, each driver is allocated to the same vehicle indefinitely.

The Harringay and Nottingham depots are also equipped with a hoist, and no time is wasted in exchanging an



(Left) Initially, the containers are mounted on four-wheeled solid-tyred trolleys and hauled by a Nuffield industrial tractor to an electrically-operated gantry hoist with traversing gear. The hoist lifts the container, the trolley is removed and (centre) the prime mover is reversed under to receive a full container. (Right) A detail of the attachment pins.

empty container for a full one. The advantage of using pre-loaded containers is that a round trip to Birmingham can be completed in an 11-hour day, thus avoiding the need for the driver to be away from home overnight.

All the prime movers are Austin forward-control 5-tonners powered by 5.1-litre diesel engines. Each cab is fitted with a heater and demister, a fully adjustable driver's seat, twin mirrors and a foglight. Dunlop RB.6 8.25 x 20, steel-corded tyres are employed throughout, and drivers report favourably on the improved road-holding characteristics. Wear records give promise of increased mileage life.

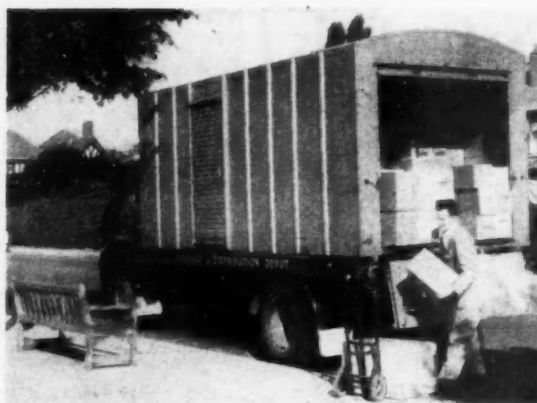
Current experiments include the use of B.P. Energol DD20 lubricating oil treated with Molykote, a molybdenum disulphide preparation, manufactured by AFSA, Ltd., 25 Victoria Street, London, S.W.1. Used in the engines of seven vehicles, Molykote has improved fuel consumption, and a reduced rate of wear is also claimed.

Routine maintenance and greasing are performed every week at the depot on Friday and Saturday, and lubricating oil is changed at 3,000-mile intervals. Every vehicle is given a daily wash with a Dawson side-washing machine supplied by Drummond Asquith, Ltd. No spare wheels are carried, assistance in the event of tyre trouble being given by the National Tyre Service.

Vehicle-replacement policy is based on a working life of five years and it is not expected that a major overhaul of engines or other chassis components will be required in this time. A spare cylinder head is kept in stock and head replacements are made "as required." In the event of engine dismantling, or replacement of a major assembly being necessary, the work will be undertaken by local Austin distributors.

"Main orders" are received from the retailing companies on Thursday of each week, and a start is made early on Friday morning with assembling packages in the warehouse in readiness for vehicle loading, which continues to the Tuesday of the following week. Supplementary orders arrive at the depot on Tuesday morning for delivery over the following two days. The vehicles operate on scheduled runs, each branch being visited twice in the four days.

The depot is divided into a number of sections, of which reserve stock area comprises about 75 per cent. of the total floor space, and is served by three lines of powered rollers. Directly overlooked by the depot manager's office, the pre-assembly bay is used for all



Unloading groceries for Pearks Dairies, Ltd., at Tile Hill, Coventry.

packages in the broken-down bulk category destined for immediate dispatch, whilst the ex-Harringay bay (in which broken-down bulk packages are also dealt with) occupies the space between the pre-assembly area and the far leg of the reserve-stock section.

Parallel with the main section, the labelled-traffic area is used for packages from the various companies of the group, and/or from suppliers, for direct delivery to specified branches, the packages being segregated into 14 groups, corresponding to the delivery areas.

On the dispatch bay side of the pre-assembly area, a ball-top table is used for loading six vehicles at one time, curved sections of conventional skate-wheel conveyors being employed to feed the vehicles. Each vehicle is loaded by three men, comprising a stacker, a checker and a warehouseman or porter, assisted by two operators on the ball-top table. Each package is marked with a different coloured chalk by the individual checker.

Only the checker is provided with a set of notes covering the consignment; the sole responsibility of the stacker is to load the packages in the order received. After all the packages have been loaded, the stacker counts the number of packages to ensure that the total is equal to that given in the checker's note. The shutters of the container are then locked and the keys handed to the driver.

Facilities are provided for unloading two vehicles at one time direct on to a platform adjacent to the leading section of the powered roller-conveyor line. A Rapistan Stevedore electrically operated conveyor-elevator can be used for loading or unloading an extra vehicle. Arranged in the form of a rectangle, with a central longitudinal section, the conveyor is in continual operation during a typical working day and can cater for the movement of packages weighing from 1 lb. up to 2½ cwt. Guide rails at the corners can be used to deflect packages from one conveyor section to another, and the system can also be reversed. Each section is driven by a separate motor and can be stopped individually for inspection or repairs. A faulty roller is renewable whilst the conveyor is operating.

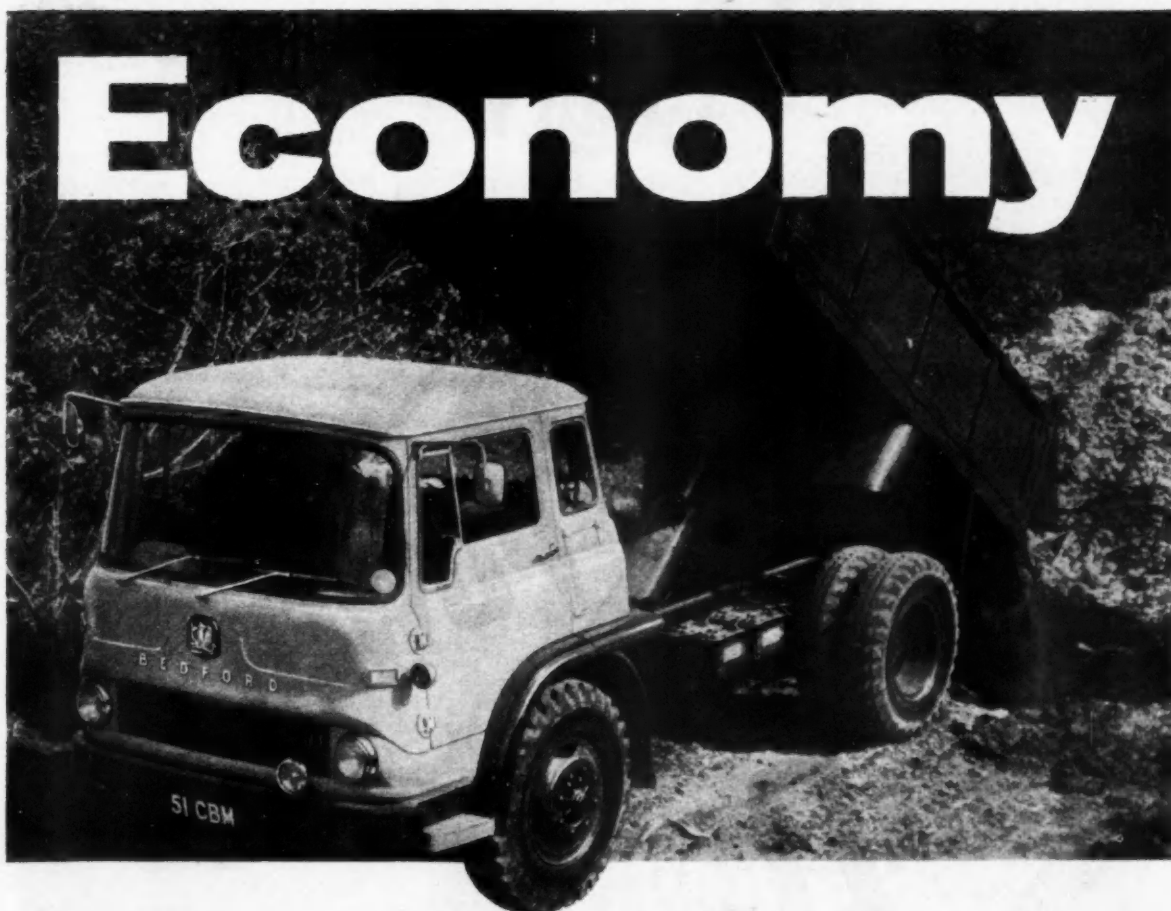
Packages are stacked up to about 10 ft. high manually, the warehousemen arranging groups of packages to provide steps to the main stack. Because manual handling and stacking are part of the sorting process and single consignments are relatively small, using fork-lift trucks would be impracticable and this would necessitate gangways.

Skate-type conveyors, mounted on stands, are used in the labelled-traffic section and in the pre-assembly bay. A conveyor section of this type is also employed for unloading packages from the front of multi-wheeled vehicles.



Each day, vehicles returning to the Shirley depot drive through this Dawson side-washing machine.

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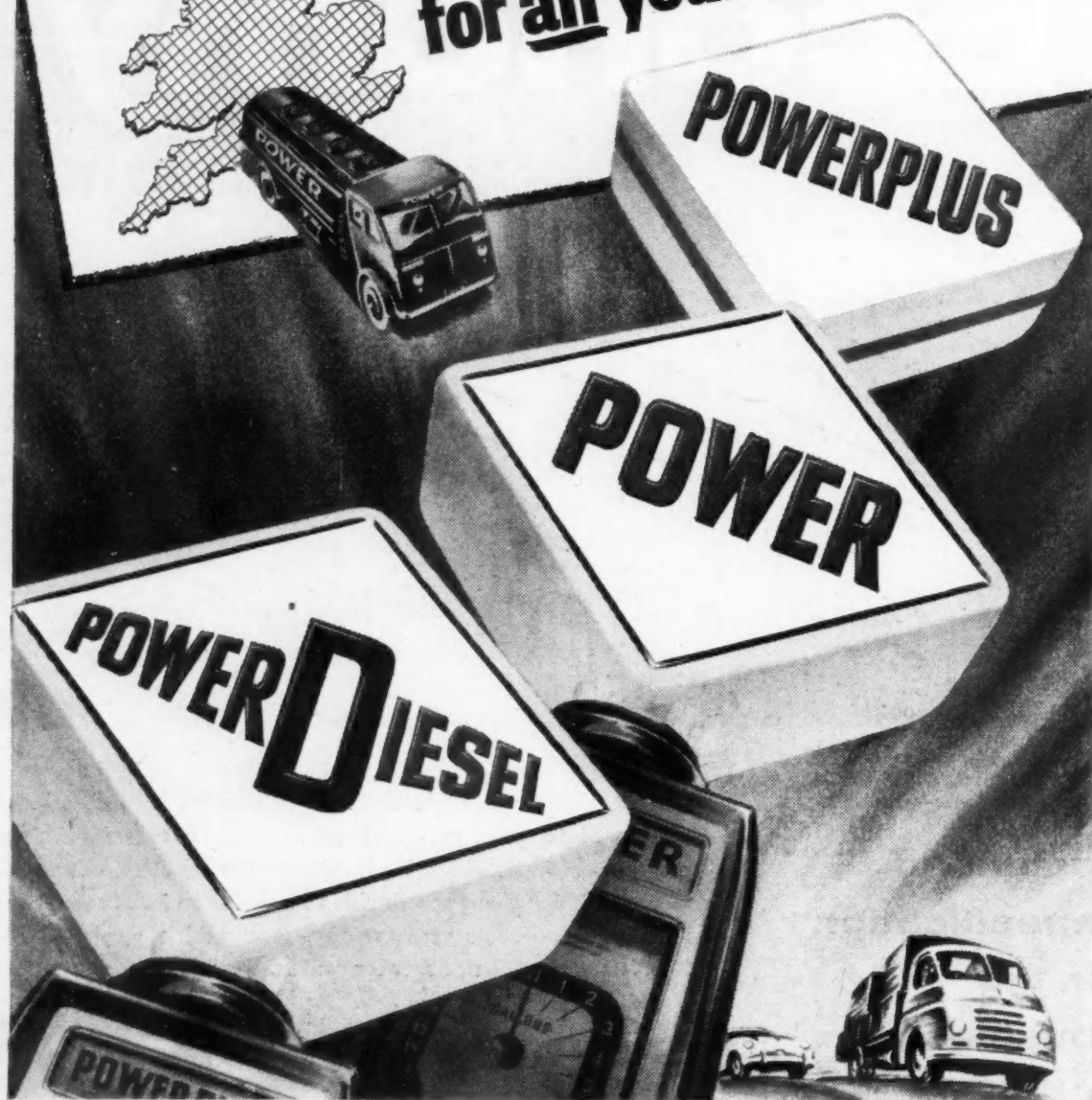
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# The Common Market from the Other Side

I HAVE been following with great interest the series of articles you have been publishing on the many aspects affecting road transport consequent upon Britain joining the Common Market. Personally, I feel that the battle as to whether the U.K. joins or not is all over bar the shouting and, being closely connected with road transport on the Continent, I can perhaps view the matter "from the other side of the fence," so to speak.

International transport co-ordination has always been considered an essential part of the development of a united Europe by Common Market signatories, and it is hardly likely that Britain will be excused from the large-scale levelling process applied, or to be applied, to transport in the group. It is certain that at least an attempt would be made to force publication of rates and conditions of carriage. It is true that there has, as yet, not even been any success in introducing this to the original Market set-up, both Holland and Italy having opposed all attempts—the former country as being contrary to its national laws.

However, a compromise might be worked out on the basis of fixed rates with plus-minus margins of 10 per cent., and this or some similar recommendation will probably be accepted in time, simply because no real transport co-ordination of the comprehensive type planned by Treaty of Rome countries would be possible without it. Some European countries—the main one among them Federal Germany—already have "open" rates as the result of national legislation and refuse to countenance competition within their own borders. The supra-national Common Market Commission has frequently made it clear that publication is a *sine qua non* in its eyes. The entry into the Market of the U.K., Eire, Denmark, Norway (and anyone else who might apply) would hardly alter these standpoints.

## Continental Operators Here

Further, we should have to be prepared for a future in which German and French operators, for example, undertake not only international but even purely national operations within the United Kingdom. A similar state of affairs is already planned for the "Little Six" area by 1967. The date of the U.K. being brought into this scheme may be later than that, owing to organizational difficulties, but the starting of it at some time or another seems only logical if it is to become a full member of the bloc.

This would mean a drastic review of British licensing law, "transport discrimination" being forbidden by the Common Market agreement. Quite apart from this, it is very likely that both the lower wage rates in other European countries and the extra-heavy vehicles used there could put the British operator at a disadvantage.

The question of vehicle weights and dimensions would also figure large in any prognosis of British transport's future. Though the matter is still being discussed and argued over, some sort of international maxima ruling may be expected soon. Will the home manufacturer be able to provide the British operator with heavies more cheaply than some specialist foreign makers to whom the British market is no longer blocked by a tariff wall? An ancillary question of a more general nature concerns the U.K. vehicle manufacturing industry's future ability to export to non-Common Market countries when the new tariff walls are

built; will the traditional customer still want to buy British if Britain no longer wants to buy other products from him?

The loss of sovereignty of the British transport administration, so far as international matters were concerned, would be certain. Quite apart from the necessary changes in the licensing and Construction and Use regulations, it has been made plain by the latest communique of the Common Market Commission from its Brussels headquarters that no national legislation harmful to inter-member transport co-ordination can be countenanced. The future is likely to see pronouncements from the supra-national body on proposed national transport policy.

This means that the Ministry of Transport, if Britain joined the bloc, would in future be limited by the direction not to cause international discrimination or lack of uniformity. Even taxes could take on new forms and levels—Belgium has already amended its tax laws "in the light of the Common Market."

Hamburg.

CONTINENTAL HAULIER.

## Letters To The Editor

### What Was Janus' Purpose?

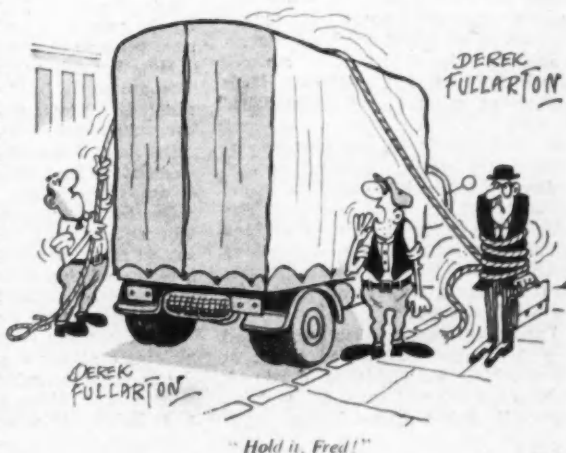
IF the purpose of Janus in his commentary "Trouble Shared" in your August 4 issue was to convince the private motorist that he is wrong in considering more could be done to divert certain commercial traffic from the roads, I suggest that he has failed lamentably.

Remarks such as "the transport operator sharing his fuel and his road space with other people" lead one to ask when the road transport industry obtained exclusive ownership of these national facilities. The picture of a 52-ft. 9-in. by 15-ft. 9-in. load being transported from Clacton to Southampton did not help his cause.

No doubt there are very convincing reasons why a sea-going vessel has to be transported from one seaside front to another by road. It would, however, be more convincing to the held-up motorist if these reasons were placarded on the back of a load.

Kenilworth, Warwicks.

H. W. MANDER.





*Maconochies load a bulldozer onto a Thornycroft-Taskers unit at a plant hire contractor's premises in Ashton-under-Lyne.*

## Stockport Haulier Started From Scratch

*A crane for motorway bridge building is hauled on a 25-ton Taskers semi-trailer pulled by the company's E.R.F. tractive unit.*

**M**ANY people outside the haulage industry regard it as a closed shop, into which newcomers cannot break because of out-dated licensing laws.

A Stockport haulier, Mr. Norman J. Duddy, trading as H. R. D. Maconochie, Ltd., is an example showing that such beliefs result from ignorance of the true facts.

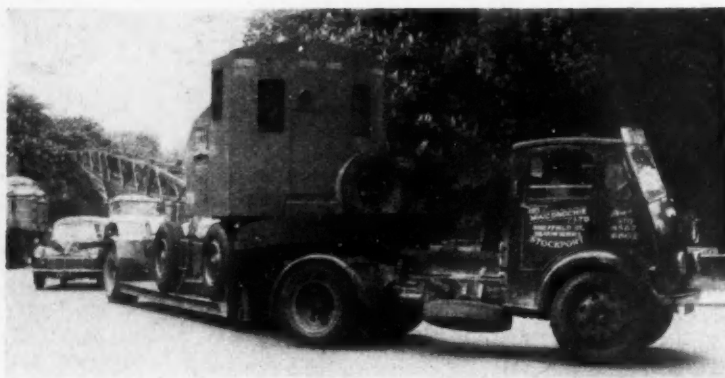
Mr. Duddy, who was originally a civil engineer, and came to grief in his own business (Radcliffe, Wilson and Co., Ltd.) in 1952, started in haulage from scratch. With nothing but faith in his own ability, he mortgaged his home and acquired the shares of H. R. D. Maconochie, Ltd., with an old A-licensed Vulcan tractor and low-loader trailer which was practically worn out.

Driving the vehicle himself for the first six months from a base at Higher Bury St., Stockport, belonging to another haulier, Mr. Duddy built up a connection by attending plant and machinery sales during the civil engineering slump and making contacts with people who required the removal of goods purchased.

Soon the original vehicle was replaced by a Bedford tractor and a 15-ton Hands semi-trailer, and the business continued to expand.

In 1954 Mr. Duddy was able to purchase out of profits a special A-licensed Bedford artic with a semi-low-loader trailer from B.R.S. (Pickfords), Ltd. This vehicle, like many other units sold on denationalization, was in poor condition and after operation for a few months was substituted by a Thornycroft with a 12-ton B.T.C. semi-trailer.

The business continued to prosper and with the support of satisfied customers Maconochie's were able to obtain A licences for two additional heavy articles, an E.R.F. with a 25-ton Taskers semi-trailer in June, 1957, and a Thornycroft



with a 20-ton Taskers unit in May, 1959. The E.R.F. has recently been substituted for a new tractive unit of the same make.

These vehicles are all working to capacity and earning approximately £5,000 a year apiece. With 350 satisfied customers on the company's books, further expansion will soon be necessary.

How has this success been achieved? The answer is by hard work, a close study of customers' requirements, and competitive quotations. The company is completely independent and has no financial backing either from a combine or any of the banks.

Questions of rate increases or otherwise do not arise, for each job is the subject either of a prior quotation or, as is the case with many satisfied customers, is charged after completion on the basis of a fair profit on the actual cost.

The movement is mainly of road and building contractors' plant, such as bulldozers, cranes and tarmac machines; transformers (which are placed in position), lathes, mining machinery, screening plant and boilers. Destinations include

all parts of the country but are chiefly within 100 miles.

The company moved to a depot of its own, an ex-A.R.P. site at Sheffield Street, Stockport, three years ago. Here there is ample parking space and a small office run by Mr. George Bird, who has been manager for the past six years. Eight drivers are employed, two to each vehicle, and they are responsible for general maintenance. Overhauls and major repairs are sent out as the most economical method at this stage.

Plans for improvement of the site include an office block and open garage space with a concrete or tarmac apron for a considerable number of vehicles.

In the main the business has been built up without sub-contracting, except for goods unsuitable for low-loader vehicles.

Mr. Duddy believes in close supervision to ensure that all operations comply with the regulations, and log-

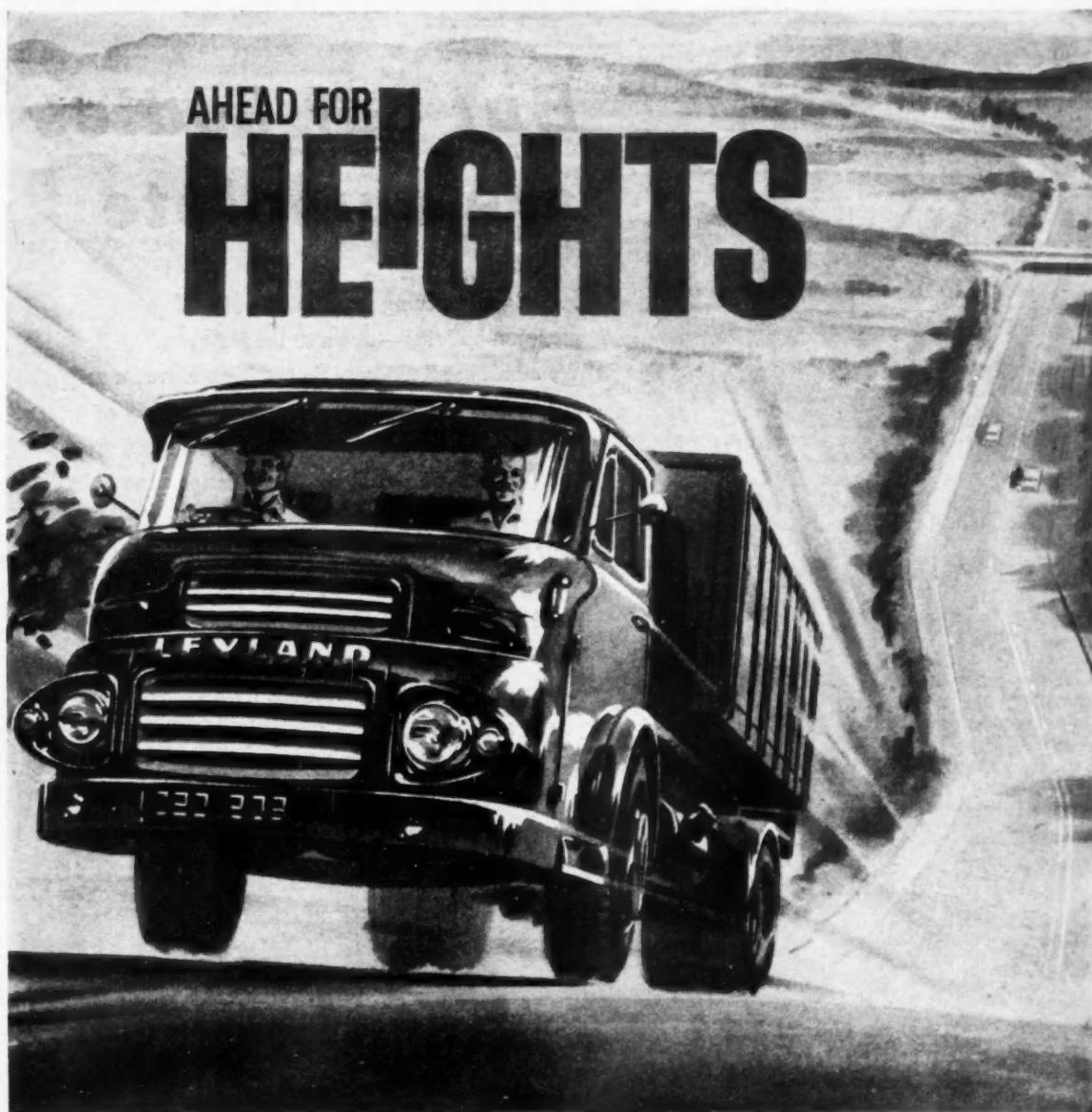
books are rigorously checked weekly. It is the company's proud boast that, to date, no conviction has been recorded against them for breach of drivers' hours.

Mr. Duddy believes that unity in the industry will benefit all and is this year's chairman of Stockport sub-area of the R.H.A.

In 1960 he entered three of his drivers in the Lorry Driver of the Year Competition, and Mr. B. Parry, driving a Thornycroft Mastiff, won his class at the Manchester qualifying event.

Mr. Duddy's experience has been that the E.R.F. tractor with a Gardner engine is ideal for the class of work upon which he is chiefly engaged, and, so far as trailers are concerned, preference is for Taskers because of the wooden floor. While otherwise ideal, the steel floor of B.T.C. trailers presents a tendency for bulldozers to skid or slip.

Mr. Duddy's view is that one of the future difficulties facing heavy haulage operators is the tremendous increase in the number of B- and C-licensed vehicles operated by contractors themselves



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large diameter mainshaft and layshaft have additional heavy-duty centre roller bearings for greater support. It's toughness like this — typical of every major component — which places the Leyland Power-Plus range not only ahead for heights but for *every* condition met in long-haul transport.



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## Political Commentary

By JANUS

## CONSEQUENCES

**R**EACTIONS have been slow in coming from traders and hauliers on the judgments of the Court of Appeal in the cases of Merchandise Transport, Ltd., and Arnold Transport (Rochester), Ltd. By delaying their announcement until the week before Bank Holiday, the Court made sure of at least a month when many people would be more concerned with their leisure than their business. By the end of August the cases will have become familiar objects in the licensing landscape and operators will be wondering how they ever came to think the law could be otherwise than as laid down in the two decisions.

There are other factors that tend to make comment difficult. The even-handed justice with which the Court rules against the Transport Tribunal in one case and for them in the other, allows each side to claim a partial victory. Whatever the result, it would not in itself have resolved the questions of operators. They would have needed a period of several months to observe the effect in the pragmatic atmosphere of the traffic courts. In the circumstances as they are, the testing time may have to be even longer. In the end, operators might still find that the Court have merely closed one of two doors leading to the same goal.

**A**LTHOUGH the Court made clear their dislike of too rigid a body of licensing case law, the lawyers and advocates will have as much to do as ever. No doubt there are sharp minds already hard at work sifting the two decisions and discovering ways of turning them to advantage. This is unavoidable. There is a romantic attraction in the idea sometimes expressed that operators and licensing authority ought to be able to chat informally and reach sensible agreements without the interference of lawyers or of appeal tribunals. But it must remain a pleasant theme for idylls and for dreaming. The licensing structure must have a legal basis with all the consequences involved.

At least operators need no longer feel that they are in the inexorable grip of an iron system from which there is no escape and no means of appealing to a higher authority or to public opinion. Licensing procedure will never again be quite the same. The future is all the more interesting because there are so many questions to which it alone holds the answers. An unusually close watch will be kept on what happens when the traffic courts resume their activities after the holidays.

**W**E may expect to hear much more of one important and familiar aspect of transport that has seldom entered into traffic court discussions. The two decisions have brought into the light of day the return load, which for many years has been interred deep below the licensing system. Its significance has not been diminished by the conspiracy of silence surrounding it. It is the rock upon which the prosperity of the road haulage industry has been built—and upon which from time to time some road haulage businesses have foundered. It was the lure of the return load that inspired the Merchandise and Arnold applications and started the long and expensive process that has now ended in the Court of Appeal.

The trader wishing to enter the haulage business will no longer suppose that outward journeys with his own traffic provide sufficient evidence to justify the carriage of return loads. His chance of an A licence would seem to be slight, but he might have better fortune with an application for a

B licence cast in a reasonably moderate mould. In either case he would be called upon to prove his point. The habit of testing the need for return loads will grow upon licensing authorities and they will soon find themselves applying the test indiscriminately. If they were reluctant to do so, they would soon be coerced by the volume of objections likely to be received from distant operators. No applicant who wished to avoid returning to his base empty would be exempt from attack by the hauliers whose traffic he would be abstracting.

Time will tell whether the incorporation of the return load within the licensing system will make things easier or more difficult for operators. On the face of things it appears to give greater scope to the objectors, especially if, as in the case of British Railways and British Road Services, their operations cover the whole country. On the other hand, the operator who can, as may sometimes happen, establish the need for the return journeys he proposes to make may find that this strengthens a somewhat weaker case for the outward journey. It is this kind of consideration that is no doubt already being carefully weighed by the experts in the light of the lengthy judgments of the Court of Appeal.

The changes will be felt throughout the road haulage industry. Licensing in the past has tended to be parochial. Each licensing authority has worked for the most part within a closed system. He has not been over-concerned with the effect that his decisions might have on the situation in other traffic areas. Even where he has shown an interest, it has not been encouraged. However artificial the boundaries may be, each traffic area has been treated as a separate entity.

**T**HIS has not merely been reflected in the attitude of hauliers towards the other man's return load—somewhat akin to the knock-for-knock policy adopted by the insurance companies. The cordon that each traffic area has thrown round itself has meant the strengthening of the road-rail negotiating machinery within the areas; it has been largely responsible for the present structure of the Road Haulage Association; and has probably played a significant part in the growth of clearing houses as indispensable guides leading the operator with a licence in one area to his return load in another.

If return loads are to be given the same consideration as outward traffic in the courts, the present structure of the industry may not stand up to the strain. The number of objections would be multiplied and they would come from all over the country. A national rather than an area structure might be found more suitable, especially for long-distance operators.

To cope with their applications there may have to be published a national edition of *Applications and Decisions*. If operators and objectors still wished to have discussions in advance of the traffic court hearing, it might be found convenient to have a national road-rail negotiating body. From this point it would be only a step to a national licensing authority—and I have previously suggested that a panel of licensing authorities might well replace the transport tribunal for the hearing of appeals. A central organization would help in the inevitable rationalization of objections in order to save scores of names going down against each application. A further result might even be the resuscitation of road-rail liaison, with power to consider many other subjects, such as rates, in addition to licensing.

## Expansion Trends in Haulage

# Many Licence Switches Sought for Tippers

DESPITE suggestions by Mr. Nelson, the Western Licensing Authority, that he is not satisfied that there is a need for more tipping vehicles in his area, this week's "Applications and Decisions" from the West, contains a number of tipper "hopefuls" asking for new B licences and takeovers. Bartlett and Sons, of West Hatch, Somerset, who are farmers, seek to enter the haulage industry with an application for a 2-ton 11-cwt. vehicle with the normal user "excavations, rubbish and building materials within 30 miles." As the vehicle is presently operating under a C licence, this application is sure to receive the attention of local operators who are already carrying this type of traffic.

The South Eastern area "As and Ds" also carries a full measure of tipper applications. All but one of the new B applications is for this type of vehicle. K. J. Perkins, a Hastings building sub-contractor, wants to put his 24-ton tipper to more remunerative use (it is specified in a C licence at present) carrying building materials within 30 miles, as does J. J. O'Hara, a demolition contractor from

Hove, who wants to switch two tippers from a C to a B licence, to carry "soil, hardcore, timber, as excavated or demolished" within 50 miles.

Margate demolition builders' contractor, A. A. Brown, has four vehicles (three tippers and a platform) that he wishes to convert from C to B licences, carrying, in addition to excavation and building materials, plant and machinery within 45 miles.

A fairly substantial application by A. Bell, Ltd., of Newcastle upon Tyne, has been made in the North Western area. They wish to add three vehicles to the licence they hold in that area in connection with their Bury base.

A 13-vehicle contract A to B licence switch application has been put in to the Metropolitan Authority by F. W. Webber, Ltd., of Enfield, Middlesex. The vehicles are on hire to Enfield Rolling Mills, Ltd., at present, and Webbers wish to carry, in addition to goods for Enfield Rolling Mills, Ltd., goods for Alcan Enfield Alloys, Ltd., and Delta Enfield Rolled Metals, Ltd.

## NORTHERN

### Applications

N 8/8/1.—**B. W. Homan**, Middlesbrough, A var., add 1 veh. (8½t) and 1 trl. (21½t) (subject to surrender of contract A lic. for 1 veh. and trl. with Cross Bone Fertilisers, Ltd.).

N 8/8/2.—**R. Burniston**, Aycliffe, new B lic., 1 veh. (1t 2c). Shop delivery service within 25 miles. (Veh. at present specified in applicant's C lic.)

N 8/8/3.—**D. Newton**, Crook, new B lic., 1 veh. (3½t). G.g. within 15 miles of Auckland Park. (Veh. at present specified in applicant's C lic.)

N 8/8/4.—**N. Oliver**, Sunderland, new B lic., 1 veh. (3t). Shipbuilding mat. within 15 miles.

N 8/8/5.—**M. J. Morgan**, Whitehaven, new B lic., 1 veh. (2t 9c). Furniture, sand, bricks, general household equipment, cement, building mats. within 20 miles.

N 8/8/6.—**J. R. Young**, Leadgate, B var., add 1 T. (3t 19c). Goods for Adam Lythgoe, Ltd., and Geo. Barker as required. (Subject to surrender of contract A lic.)

N 8/8/7.—**British Plant Hire**, Newcastle upon Tyne, B var., add 1 T. (3t 13c). Excavated and demolition mat. from sites within 40 miles.

N 8/8/8.—**T. F. Glass**, Stockton, B var., add 1 T. (4t). Road and building mats, furniture and household effects within 30 miles, other goods excluding smalls, within 10 miles.

N 8/8/9.—**A. White (Contractors)**, Ltd., B var., add 1 T. (4½t). Road and building mats, within 25 miles.

### Decisions

N 11/7/8.—**Security Services**, Ltd., Newcastle, B var., add 8 veh. (10t 16c) (Armoured vans) to hire, Cash and valuables within 50 miles, granted.

N 11/7/6.—**W. P. Stewart**, South Shields, application withdrawn.

## NORTH WESTERN

### Applications

NW 11/8/1.—**A. Bell, Ltd.**, Bury, A var., add 3 veh. (10½t).

NW 11/8/2.—**West Flint Quarries, Ltd.**, Bodfari, new B lic., 4 veh. (13t). Minerals, machinery and utensils of mines and quarries within 80 miles from Bodfari and occasional journeys to the estates of director in Devon, Merionethshire and Kent. (3 veh. to be hired at present on short term C lic.)

NW 11/8/3.—**N. Haworth**, Morecambe, new B lic., 2 veh. (9t). Sand, gravel and crushed stone for John W. Hartley, Ltd., and tarmacadam and crushed stone for Kelmec, Ltd., and George Wimpey and Co., Ltd., and occasionally for other local quarries, all within 60 miles.

NW 11/8/4.—**Pony Dick Colliers, Ltd.**, Wigan, new B lic., 5 veh. (14½t). Minerals, machinery and utensils of mines and quarries within 100 miles from Wigan and occasional journeys to the estates of the directors in Devon, Merionethshire and Kent. (3 veh. to be hired at present authorized on short term C lic.)

NW 11/8/5.—**Killingbeck (Transport)**, Ltd., Blackburn, B var., add 1 art. (4½t). Goods for Dutton's Blackburn Brewery, Ltd., Lancashire, Yorkshire, and Cumberland, and to be used in substitution of an authorized vehicle which is off the road undergoing maintenance, repairs or overhaul.

NW 11/8/6.—**Helsby and Longden, Ltd.**, Frodsham, B var., add 2 art. (14½t). Shell-Mex and B.P., Ltd., Shell International Petroleum Co., Ltd., Shell Chemical Co., Ltd., Shell Refining and Marketing Co., Ltd., National Benzole Co., Ltd., Victor Blagden (Manchester), Ltd., all within 60 miles; empty drums only. Also add 2 art. (30t). Goods for Shell-Mex and B.P., Ltd., Shell International Petroleum Co., Ltd., Shell Chemical Co., Ltd., Shell Refining and Marketing Co., Ltd., National Benzole Co., Ltd., Victor Blagden (Manchester), Ltd., R. Silcock and Sons, Ltd., Joseph Ashworth and Sons, Ltd., between Ellesmere Port and Frodsham.

### Decisions

NW 26/5/5.—**H. R. D. Maconochie, Ltd.**, Stockport, A var., add 1 art. (8½t), granted.

NW 9/6/10.—**T. Curran and Sons, Ltd.**, Manchester, new B lic., 8 veh. (33½t). Excavated mats, within 50 miles, granted.

NW 9/6/14.—**A. and T. Keogh, Ltd.**, Wilmslow, new B lic., 1 art. (5½t). Building, road making plant and machinery for F. J. Gibson and Son, (Wilmslow), Greenfields Nurseries (Wilmslow), H. Cornelli and Co., Ltd., H. W. Kearns and Co., Ltd. (Broadbeath), I. and A. Jackson, Ltd., within 50 miles, granted.

NW 16/6/6.—**G. T. Thornley**, Manchester, new B lic., 1 veh. (7t). Carriage of metals and machinery on behalf of C.K.S. Group, Ltd., and their integrated companies in their capacity as dismantlers from sites, granted.

**CONTRACTIONS:** add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheels.

## YORKSHIRE

### Applications

Y 16/8/1.—**W. Jones and Sons (Bradford)**, Ltd., new A lic., 1 veh. (4t). Mainly wool and textiles. Hull, Goole, Liverpool, Salford and London.

Y 16/8/2.—**Onward Road Transport**, Selby, new A lic., 1 veh. (3½t). Mainly tobacco, plastics, wool, cotton and textiles, chemicals, jute, hide and leather goods, agric. produce, machinery, iron, copper, steel, confectionery, foodstuffs, cased goods, glass, timber, road making and building mats. Mainly Scotland, Lancashire, Yorkshire, Midlands, London and Home Counties, Wales, South West England. Also 2 veh. (11t) to facilitate fleet maintenance only.

Y 16/8/3.—**Warringtons Transport (1955)**, Ltd., Sheffield, new A lic., 1 veh. (3½t). Collection and delivery of goods within 15 miles.

Y 16/8/4.—**H. Campey and Son, Ltd.**, Thorpe Willoughby, new A lic., 3 veh. (16½t). Mainly sugar, paper, agric. produce and requisites, animal feeding stuffs, road and building mats, oils and chemicals. Mainly Yorkshire, Lancashire, Northern England, Midlands, London and Home Counties.

Y 16/8/5.—**G. Lawty, Ltd.**, Helpthorpe, A var., add 2 veh. (8t). (If granted 2 veh. will be deleted from B lic.)

Y 16/8/6.—**E. McSweeney**, Ackworth, new B lic., 1 veh. (3½t). Road and building mats. for J. Hinchcliff and Son, Ltd., within 25 miles of South Elmsall P.O.

Y 16/8/7.—**F. Bragg**, Batley, new B lic., 1 veh. (3½t). Road and building mats. for Messrs. John Hinchcliff and Son, Ltd., South Elmsall, within 25 miles of South Elmsall P.O.

Y 16/8/8.—**T. W. Hughes**, Brinsworth, new B lic., 2 veh. (8½t). Goods for Tarmac Civil Engineering, Ltd., as required by X.R.E. Transport Co., Rotherham, in connection with Tarmac, Ltd., contracts in the Yorkshire traffic area.

Y 16/8/9.—**J. H. Poole**, Castleford, new B lic., 1 veh. (4½t). Road and building mats, for Harris and Midgley, Castleford, and B. Nordan, Castleford, within 40 miles.

Y 16/8/10.—**McVeigh Transport, Ltd.**, Hull, new B lic., 2 art. (15t). Goods in connection with trunk and regular general haulage services within radius of 10 miles and to and from Goole.

Y 16/8/11.—**Factory Guard System, Ltd.**, Leeds, new B lic., 1 veh. (1½t). Cash, valuables and negotiable instruments within 100 miles.

Y 16/8/12.—**H. P. Rohan**, Norton, new B lic., 1 veh. (3½t). Racehorses to racecourses in England, Scotland and Wales.

Y 16/8/13.—**Bell, Berry and Co., Ltd.**, Selby, new B lic., 3 veh. (12t). Waste lime for spreading for the British Sugar Corporation within 35 miles.

Y 16/8/14.—**W. Moore and Sons**, Leeds, B var., add 1 veh. (3½t). Goods for Yorkshire Organic Nitrogen Co., Ltd., in Yorkshire and Lancashire; opencast coal for William Pepper and Co., Ltd., from site to screens within 15 miles.

### Decisions

Y 15/3/1.—**Harold Wood and Sons, Ltd.**, Heckmondwike, new A lic., 1 veh. (6t) (tanker). Bulk liquids throughout G.B., granted.

Y 26/4/2.—**W. F. Wight, Ltd.**, Leeds, new A lic., 1 veh. (5t) to be used only when any authorized veh. is withdrawn for maintenance or repair, granted.

Y 12/4/8.—**A-One Transport, Ltd.**, Leeds, A var., add 3 veh. (17½t), granted.

Y 12/4/10.—**C. Hellowell, Ltd.**, Sowerby Bridge, A var., add 1 veh. (4½t), granted.

Y 21/12/7.—**Michael and Partners, Ltd.**, Chesterfield, application refused.

Y 29/3/1.—**B.H. Transport (Leeds)**, Ltd., application withdrawn.

## WEST MIDLAND

### Applications

WM 17/8/1.—**W. P. Transport**, Oldbury, A var., add 1 art. (5½t). Hardware goods, building mats, foodstuffs, non-ferrous metals, timber, scrap iron, chemicals, sand, gravel and g.g. as required.

WM 17/8/2.—**Unilever, Ltd.**, Birmingham, new B lic., 7 veh. (24½t) (vans). Distribution of consumer goods from S.P.D., Ltd., warehouse, Birmingham, and any goods returned to warehouse within 50 miles radius of base.

WM 17/8/3.—**W. Wild (Haulage)**, Ltd., Burton-upon-Trent, new B lic., 7 veh. (31½t) (includes 4 veh. to be hired). (If granted, lic. held in the East Midlands area will be surrendered.)

WM 17/8/4.—**Unilever, Ltd.**, Newcastle, new B lic., 3 veh. (11t) (vans). Distribution of consumer

(Continued on page 125)



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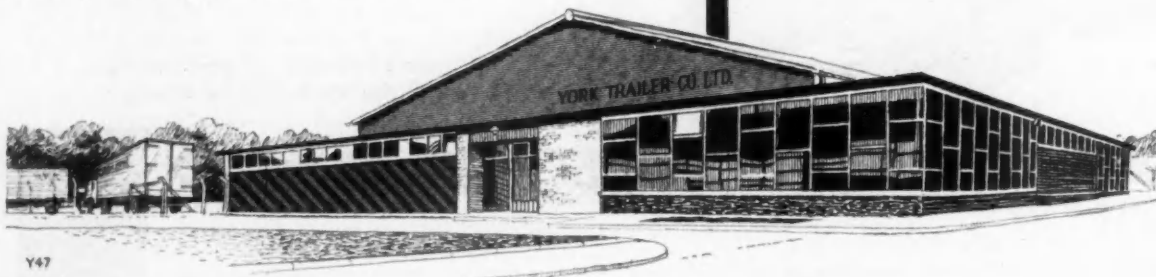
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goods from S.P.D., Ltd., warehouse, Newcastle-under-Lyme, and any goods returned to warehouse within 50 miles radius of base.

WM 17/8/5.—J. M. Haines, Stoke-on-Trent, new B lic., 2 veh. (90). Surplus spoil, road-making mats, for Conway's Sand and Gravel Co., Ltd., in connection with their contract with John Laing (Construction) Co., Ltd., on the Birmingham Preston Motorway, within 20 miles of C. and D. Headquarters, Hanchurch.

WM 17/8/6.—J. McNulty, Stoke-on-Trent, new B lic., 1 veh. (40). Surplus spoil, road-making mats, for Conway's Sand and Gravel Co., Ltd., in connection with their contract with John Laing (Construction) Co., Ltd., on the Birmingham Preston Motorway, within 20 miles of C. and D. Headquarters, Hanchurch.

WM 17/8/7.—E. R. Gifford, Worcester, new B lic., 1 veh. (30). Road-making mats, for A. Monk and Co., Ltd., within 20 miles of Whittington.

WM 17/8/8.—B. A. Green, Worcester, new B lic., 1 T. (30). Road-making mats, for A. Monk and Co., Ltd., within 25 miles of Whittington.

WM 17/8/9.—J. Hall, Worcester, new B lic., 1 T. (30). Road-making mats, on behalf of A. Monk and Co., Ltd., within 25 miles.

WM 17/8/10.—Plant Services (Lichfield), Ltd., B var., add 3 T. (90). Goods and mats, in connection with building and civil engineering industries, within 30 miles.

WM 17/8/11.—R. Leigh, Market Drayton, B var., add 1 veh. (60) (tanker). Haulage of milk in bulk within 100 miles.

#### Decisions

WM 13/7/6.—Collins' Express (Contractors), Ltd., Walsall, new B lic., 1 veh. (20). Hosiery, lingerie and products of Kayser Bondor, Ltd., Kayser Bondor Sales, Ltd., Shears, Ltd., within 120 miles, granted.

WM 18/5/9.—J. W. Fellows, Birmingham, B var., add 2 veh. (110). Goods for Forgings and Presswork, Ltd., and Hardy Spicer, Ltd., to their customers, within 150 miles; back loads for Celcon, Ltd., from their London factory to their Midland depot or their customers' sites, granted.

## WESTERN

#### Applications

W 15/8/1.—H.H.V. Guest Road Services, Ltd., Bath, A var., 1 art. (6t 12c) in lieu of 1 art. (4t 17c).

W 15/8/2.—G. Carpenter, Cinderford, new B lic., 1 veh. (10). Groceries within five miles. (Veh. at present specified in C lic.)

W 15/8/3.—B. Sweeting, Sandford, new B lic., 1 T. (50). Quarried mats and bricks when one end of the journey is non-rail connected within 150 miles.

W 15/8/4.—H. W. Bartlett and Sons, West Hatch, new B lic., 1 veh. (2t 11c). Excavations, rubbish and building mats, within 30 miles. (Veh. at present specified in C lic.)

W 15/8/5.—H. L. Goodwin, Weston-Super-Mare, new B lic., 2 T. (100). Road, building and quarry mats, to or from non-rail connected sites within 150 miles, excluding quarries in Gloucester area.

W 15/8/6.—P. E. Ball, Woolaston, new B lic., 1 T. (40). Quarried mats, within 30 miles. (Veh. at present specified in contract A lic.)

W 15/8/7.—Baker and Son, Crowcombe, B var., add 1 veh. (50a) includes Container (2t). Live-stock within 150 miles.

W 15/8/8.—D. W. Free and Son, Marlborough, B var., add 1 T. (3t 17c). To be used solely in replacement of any authorized veh. under repair or maintenance.

#### Decisions

W 27/6/1.—W. Viney, Ltd., Bruton, new B lic., 1 veh. (1t 1c). G.a. within 50 miles, granted.

W 18/7/5.—D. R. Neal, Sandford, new B lic., 1 veh. (2t 19c). Goods for Somerset County Council within the County of Somerset, granted.

W 6/6/6.—B. W. Gill, Taunton, new B lic., 1 veh. (1t 17c). Furniture for W. G. Blackmore and V. Pizzi within 35 miles; other furniture (excluding household removals) and fruit and vegetables within 25 miles; bicycles within 40 miles, granted.

W 13/6/7.—B. F. J. Binning, Westbury-Sub-Mendip, new B lic., 1 veh. (3t 15c). Quarried mats, within 50 miles, excluding quarries within 15 miles of Frome P.O., provided that one end of the journey is not railway connected, granted.

W 4/7/1.—H.H.V. Guest Road Services, Ltd., Bath, A var., add 1 veh. (3t 5c), granted.

W 20/6/6.—C. H. Lewis and Son, Cheltenham, B var., add 2 veh. (13t). Road making and building mats, and agric. lime within 100 miles, granted.

W 13/6/5.—R. L. Smith, Cheltenham, new B lic., application for 1 veh. (2t 19c), withdrawn.

W 13/6/6.—Elkstone Quarries, Ltd., Swindon, new B lic. application for 20 T. (120t) (Hiring allowances), refused.

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## METROPOLITAN

#### Applications

M 17/8/1.—Harrow Green Removal Service, E.11, A var., add 1 veh. (3t 10c) (Van). Mainly household removals, within 200 miles.

M 17/8/2.—C. Albany and Sons, Ltd., Ware, new B lic., 1 veh. (40). To be used as a replacement veh. for any veh. removed from service for overhaul, maintenance or repairs.

M 17/8/3.—S. M. Easton, East Croydon, new B lic., 2 veh. (6t 19c). Bricks, within 200 miles; coal, coke and rubbish, within 30 miles; steel within 50 miles. G.a. on return loads.

M 17/8/4.—Guest Carriers (Hackney), Ltd., Abridge, new B lic., 7 veh. (21t) and 1 trl. (2t 4c). Collection into store and distribution of customers' goods from applicant's warehouse at Stapleford Tawney, within 45 miles and to and from Uckfield.

M 17/8/5.—J. Garney, St. Albans, new B lic., 1 veh. (2t 4c). Paints and varnishes, within 30 miles.

M 17/8/6.—F. A. Guy, Edware, new B lic., 2 veh. (5t). Coal, coke and solid fuels, within 15 miles; mineral waters within 25 miles.

M 17/8/7.—Monument Transport Co., Ltd., E.C.3, new B lic., 2 veh. (6t 6c). G.g. to and from the London and Tilbury Docks and one weekly journey to and from Ipswich.

M 17/8/8.—L. G. Palmer and Son, Slough, new B lic., 1 veh. (2t 13c). G.g. within 50 miles.

M 17/8/9.—S. J. Paradise, W.2, new B lic., 1 veh. (2t 1c). Aircraft spares for Bristol Aeroplane Co., Ltd., and subsidiary companies (Bristol Aircraft, Ltd., Bristol Siddeley Engines, Ltd., Bristol Cars, Ltd., Bristol Aeroplane Plastics, Ltd., English Electric, Ltd., and Vickers-Armstrongs (Aircraft), Ltd.), within 40 miles. (If granted, contract A lic. with Bristol Aeroplane Co., Ltd. (Aeroplane spares) will be surrendered.)

M 17/8/10.—H. S. Robinson, Ltd., High Wycombe, new B lic., 1 art. (5t 14c). Cartons and manufactured goods for return loads from Liverpool, Manchester and Leicester.

M 17/8/11.—C. H. Sanders, S.W.11, new B lic., 1 veh. (1t 2c). G.g. within 25 miles.

M 17/8/12.—F. W. Webber, Ltd., Enfield, new B lic., 13 veh. and arts, totalling (28t 5c). Goods for Alcan Enfield Alloys, Ltd., Delta Enfield Rolled Metals, Ltd., Enfield Rolling Mills, Ltd., and Enfield Standard Power Cable, Ltd., any distance. (If granted a similar number of veh. specified in contract A lic. with Enfield Rolling Mills, Ltd. (Non-Ferrous Metal Rollers) will be surrendered.)

M 17/8/13.—S. Burbridge, N.12, B var., add 1 veh. (19c).

M 17/8/14.—W. H. Ford, N.7, B var., add 1 veh. (1t 17c).

## SOUTH EASTERN

#### Applications

SE 17/8/1.—F. A. Wade, Ltd., Rainham, A var., add 3 veh. (90t). (If granted 3 veh. (80t) will be deleted from B lic.)

SE 17/8/2.—Woodley Haulage Co., Reading, A var., add 1 veh. (60). Mainly goods for Sulham Timber Co., Ltd., as required. (If granted contract A lic. specifying 1 veh. will be surrendered.)

SE 17/8/3.—A. A. Coveney, Tenterden, A var., add 1 veh. (40).

SE 17/8/4.—K. J. Perkins, Hastings, new B lic., 1 T. (24t). Building mats, within 30 miles. (Veh. at present specified in C lic.)

SE 17/8/5.—J. J. O'Hara, Hove, new B lic., 2 T. (60t). Soil, hardcore, timber, as excavated or demolished within 50 miles. (1 veh. (3t 3c) at present specified on C lic.)

SE 17/8/6.—A. A. Brown, Margate, new B lic., 3 T. (90t) and 1 veh. (2t 4c). Excavation and demolition mats, building and road-making mats, plant and machinery, within 45 miles. (Vehs at present specified on C lic.)

SE 17/8/7.—E. D. Lunnos, Bethersden, Ashford, B var., add 1 T. (4t). Sand, ballast and tarmac within 35 miles.

SE 17/8/8.—M. Elliott and Sons, Bournemouth, B var., add 1 T. (40t). Building and public works mats, and plant, within 40 miles.

SE 17/8/9.—M. P. Harris and Co., Ltd., Eastbourne, B var., add 2 T. (60t).

SE 17/8/10.—W. F. Bush and Sons, Ltd., Farn-down, B var., add 1 T. (3t 4c).

SE 17/8/11.—M. Regan, Horsham, B var., add 1 art. (6t 1c). Fruit and livestock to London railway stations, Tonbridge, British Railways and British Road Services, Tufnell Park.

SE 17/8/12.—Protective Transit, Ltd., Hove, B var., add 4 veh. (70t). (Armoured.)

SE 17/8/13.—C. W. Grace, Ltd., Maidenhead, B var., add 1 T. (40).

SE 17/8/14.—Hall and Co., Ltd., Maidstone, B var., add 2 veh. (16t) (Tankers). Heating oil for the Associated Portland Cement Manufacturers, Ltd., and associated companies, between Cement Marketing Co., Bevans Works, Northfleet, Dartford, and C.M.C.S., Holborough and Cliffe Works, within a 20-mile radius of base.

#### Decisions

SE 25/5/1.—A. W. Das, Chatham, new A lic., 1 T. (60t). Mainly scrap metal for Maidstone Sack and Metal Company, within 150 miles, granted.

SE 27/4/2.—George Curtis (Hauliers), Ltd., Poole, new A lic., 3 art. (60t) (Semi-low-loaders), granted.

Planning for Profit

# 42-hour Week and Overtime

*Replies to Readers Concern the Effects of the New Proposals  
Submitted by the Road Haulage Wages Council—R.H.(71):  
5-tonner and 7-tonner Costs Compared*

**R**EFERRING to the announcement which appeared in last week's issue of *The Commercial Motor* concerning the issue of the new wage proposals R.H.(71), a reader asks for further information as to how these will affect the calculation of overtime working, assuming a 42-hour week is confirmed.

At present, as set out in paragraph six of the current Wage Regulations R.H.(70), provision for the computation of hours of work is as follows. A regular worker, other than a milk worker, employed on a 5-day week, who works on any day other than Saturday or Sunday is deemed to have worked nine hours on any day Monday to Thursday, and for eight hours on Friday notwithstanding that he may have been actually employed for less than the nine or eight hours respectively.

Similarly, when employed as a 6-day worker, he is deemed to have worked for eight hours any day Monday to Friday and for four hours on Saturday, even though he may have worked less than these hours.

If the new R.H.(71) proposals are confirmed by the Minister of Labour without alteration, computation of hours worked will then be made as follows. The 5-day worker will be deemed to have worked 8½ hours for any day Monday to Thursday and eight hours on Friday. The 6-day worker will similarly have his hours adjusted to 7½ on any day Monday to Thursday, eight hours on Friday and four hours on Saturday.

**R**EGARDING workers other than regular workers, they are to be paid not less than the wages due for 7½ hours (at present eight hours) in respect of work done on any day Monday to Thursday and for eight hours on Friday or four hours on Saturday.

As a result of these adjusted hours, calculation of overtime will now commence after 7½, 8 or 8½ hours, as the case may be, compared with eight or nine hours as at present applies under R.H.(70) regulations.

The following addition is also proposed to the existing paragraphs 16 and 17 of R.H.(70) relating to customary holidays. In the case of a worker who is employed on spells of duty which start before midnight and continue for more than three hours after midnight, it is proposed that the day in lieu of a customary holiday shall include any period of 24 consecutive hours beginning and ending at noon on a week day (other than weekly half holiday) on which he normally works.

The reader also asks when the proposals submitted in R.H.(71) are likely to become effective. There is no statutory interval of time, although it is stated in these proposals that any representation in respect of them must be received within 14 days from the date of issue of the proposals, namely August 11. As some indication of the likely interval of time before these proposals could

become effective, the previous proposals R.H.(69) were dated September 30, 1960, whilst the corresponding regulations R.H.(70) became effective as from December 19, 1960. Now, however, the Government wage freeze may delay confirmation of the R.H.(71) proposals.

**D**ESPITE repeated emphasis in this series that a carrier's licence cannot be transferred, requests as to how this can be done continue to be received and the following is a typical example. The reader writes that he is considering buying a small haulage business in a market town and goes on to list the vehicles and conditions attached to the B licence at present held by the existing operator. An indication is given of present earnings. He also asks, if he acquired the business, whether it would be possible to enlarge the radius and range of goods indicated on the licence.

As with similar requests it can only be repeated that when the purchase of a haulage business is being arranged the existing carrier's licences cannot technically be transferred to the prospective new owner. In practice, the usual procedure is for the prospective owner to make an application for a new licence, with the same conditions as the existing licence, coupled with the assurance that the existing licence would be surrendered if a new application were granted.

By this procedure, and assuming that other aspects relative to the application are satisfactory to the Licensing Authority, it is possible that the new licence will be granted without having to go through the procedure of a hearing.

If, however, the prospective owner were to vary the conditions that now apply to the existing licence then this would be tantamount to a completely new application, which would undoubtedly attract substantial objections. This would particularly be the case in this instance where the reader intended operating between an industrial area and a port, both of which would presumably be already well served by existing hauliers.

**T**HE general manager of a company providing a household service asks for advice regarding vehicles used by their

*(Continued on page 127)*



*This Atkinson eight-wheeled tanker which is one of a number ordered by Bulwark Transport, Ltd., has a special lightweight frame and lightweight road springs. A Gardner 6LX diesel engine and David Brown 5-speed gearbox are fitted.*





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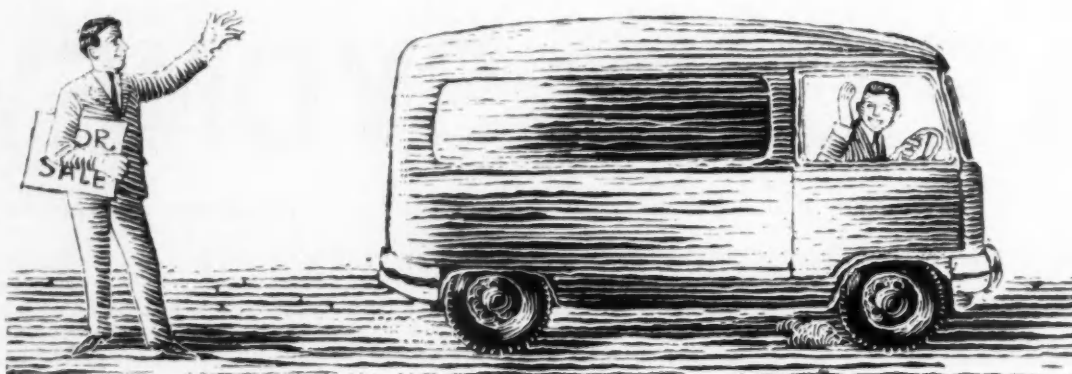


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*The first six of a fleet of 24 Thames 7-cwt. vans which are being supplied to Hoover, Ltd., by Godfrey Davis under their contract hire scheme.*



service staff. They are considering the advantages of employing 5-cwt. vans as opposed to the "traveller" type of vehicle for the purpose of enabling their service staff to travel between subsidiary establishments not large enough to justify the employment of a full-time engineer.

The general manager asks if he is correct in assuming that a van is subject to a speed limit of 30 m.p.h. at all times, even if it is registered as a private vehicle.

Additionally, he asks, whether it would be necessary to have a C licence and for the driver to keep log sheets if tools and other small goods were carried. Alternatively, if a carrier's licence were not required for this purpose would they then be precluded from occasionally carrying their customers' goods between their own establishments as distinct from collection and delivery to customers?

If the "traveller" type of vehicle were purchased, he wants to know if this would have to be licensed as "private" or "goods," if he used it for similar purposes, and, if so, whether a C licence and the keeping of log sheets would again be necessary.

Whichever type of vehicle were employed, he emphasizes that their main work would be for transporting staff although, in addition, provision should also be made for carrying a small amount of goods occasionally.

**A** SHORT answer to this and similar queries is that one can either take advantage of having to pay no purchase tax on a goods vehicle (i.e., the 5-cwt. van as in this instance) and be subsequently inconvenienced by restrictions as to the maximum speed at which the vehicle may travel, the keeping of records and limitation on drivers' hours. Alternatively, one can accept the additional cost of a private car of similar size, because of the inclusion of purchase tax, now at a rate of 55 per cent., in exchange for freedom from the admittedly irksome restrictions when applied to small vans as distinct from genuine goods vehicle operation.

Speed limitations are determined by the construction of a vehicle. In this context the 5-cwt. van mentioned by the reader would be considered a goods vehicle, and as such would be limited to a maximum speed of 30 m.p.h. at all times, irrespective of the purpose for which it was being used or the licence under which it operated.

Assuming that the "traveller" type of vehicle to which the reader refers is in fact a dual-purpose vehicle it follows by definition that it can be adapted for the carriage of goods and therefore—when so doing—would be considered a goods vehicle relative to the keeping of records and limitations on drivers' hours. In many instances, therefore, the operation of a dual-purpose vehicle can involve several disadvantages from a legal aspect, compared with the use of a private car, since purchase tax is payable at the same rate on both vehicles, assuming that in either event the goods were small enough to be carried in a private car if necessary.

**A** WEST Country operator asks under what Act does a Ministry of Transport Inspector have the authority to take copies of log sheets which have already been handed to the operator by drivers. He is aware that section 227 of the Road Traffic Act 1960 permits the Inspector to take a copy of the current log sheet on the vehicle, but no mention is made of the position after it has been handed to the employer.

Section 237 of the Road Traffic Act 1960 is devoted to the power to seize articles with respect to which offences under previous section may have been committed. As determined by section 227, certifying officers, examiners and police constables are empowered at any time to inspect and copy any

documents which are required to be kept under the Road Traffic Act 1960.

**S**OME indication of the likely cost of operating a 5-ton petrol-engined vehicle and also a 7-ton oiler is requested by another reader. He suggests that a fair average mileage on which to base these costs would be 400 a week, which he claims is representative for his area.

As shown in the new edition of "The Commercial Motor" *Tables of Operating Costs*, the annual licence duty payable on the 5-tonner would be £39 based on an estimated unladen weight of 2 tons 12 cwt. This would be equivalent to 16s. 5d. a week, inclusive of a small allowance in respect of the carriers' licence fee. As with the other four items of standing costs, weekly costs are calculated on the basis of a 50-week year to allow for two weeks when a vehicle may be off the road on account of driver's holidays or for major overhaul.

The total cost of wages will be reckoned at £9 14s. 10d. a week. This is calculated on the basis of the minimum remuneration payable for 44 hours to a driver based in a Grade 1 area as defined in the Road Haulage Wages Regulations R.H.(70). Added to this are the employers' contributions in respect of the new Graduated Pension and National Insurance and voluntary employers' indemnity insurance. An adjustment is also made to include the cost of holidays with pay.

**R**ENT and rates in respect of garaging the vehicle are estimated to cost the equivalent of 11s. 10d. a week, whilst vehicle insurance adds £2 0s. 1d., calculated on an annual premium of £100 4s. Interest charged at a nominal rate of 5 per cent. on the initial outlay of £1,090, amounts to £1 1s. 9d. a week giving a total for these five items of standing cost of £14 4s. 11d. a week for the 5-ton petrol-engined vehicle.

The five running costs per mile are reckoned as follows:—fuel 3.83d., lubricants 0.22d., tyres 1.26d., maintenance 2.56d., and depreciation 1.32d., giving a total of 9.19d.

The addition of the standing and running costs would then give a total operating cost per mile—still assuming an average of 400 miles a week of 17.74d.

The corresponding standing costs for the 7-ton oiler are estimated to be:—licences 19s. 5d., wages £10 3s., rent and rates 12s. 11d., insurance £2 10s. 11d., interest £1 12s.; total £15 18s. 3d. Similarly, the five running costs per mile would be:—fuel 3.12d., lubricants 0.25d., tyres 1.49d., maintenance 2.74d., depreciation 2.00d.; total 9.60d. The resulting operating cost per mile is then 19.15d., an increase of 1.41d. a mile over the 5-tonner but with the advantage of an additional capacity of 2 tons.

Should this comparatively low average weekly mileage of 400 be increased to 600, the total operating cost per mile would be reduced to 14.72d. for the 5-tonner and 15.69d. for the oiler, making the difference then less than a penny, namely 0.97d. per mile.

Similarly, if the average mileage were raised still further to 800 miles per week, the total operating cost per mile for the petrol-engined 5-tonner would be 13.29d. and 14.09d. for the 7-ton oiler, a difference now of only 0.80d. S.B.

## Air-operated Gear Changing

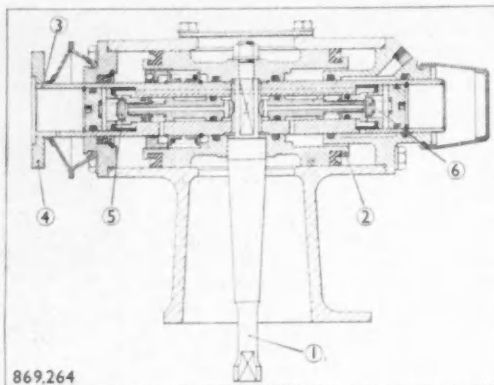
**PATENT** No. 869,264 shows a power-operated gearchange unit that can be readily attached to a normal type of manually operated gearbox, without the need for serious modifications. (Clayton Dewandre Co., Ltd., Titantic Works, Lincoln.)

The unit illustrated is intended to be mounted on top of the gearbox so that the striker (1) can operate the selector forks. The striker is controlled by an annular piston (2) sliding both in the cylinder casing and on a central sleeve (3). The sleeve extends to the outside and forms the control member, a hand-lever being connected to the flange (4).

In operation, the hand-lever is operated

in the usual manner. The angular rocking motion of the striker is still done by hand, but the actual gear engagement is power assisted through the annular piston. The hand-lever, at the start of its sliding movement, causes one or other of the valves (5 and 6) to be unseated. This admits compressed air to one side of the piston, and engages the gear.

In the event of failure of the air supply, continued movement of the lever would still engage the required gear.

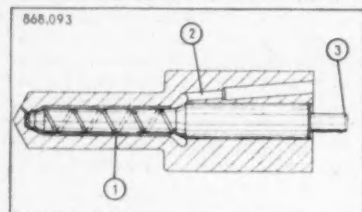


869,264

### ROTATING NEEDLE FOR INJECTORS

**TO** prevent an injector needle-valve from seizing, in all circumstances, is the aim of an improved nozzle shown in patent No. 868,093. (Maschinenfabrik Augsburg-Nürnberg A.G., Nürnberg 2, Germany.)

A section of the nozzle tip is shown in the drawing. The essence of the scheme



is that the lower portion of the valve is helically cut into one or more grooves (1). The fuel entering the port (2) is said to impart a rotary motion to the valve. The contact face (3) of the loading spring is made as small as possible to avoid impeding the rotation.

### MOUNTING TANKS ON VEHICLES

**A** METHOD of mounting a large tank on a chassis is shown in patent No. 867,360. (Luther-Werke, Luther and Jordan, Frankfurter Strasse 249/255, Braunschweig, Germany.)

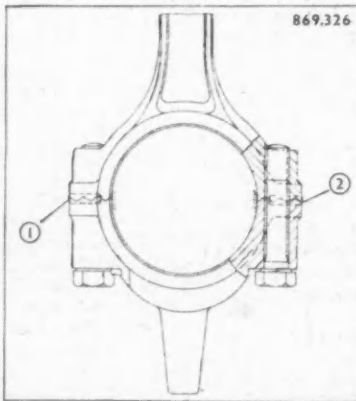
The drawing shows a plan view of the resilient units used. Welded to the tank are V-shaped brackets (1). The inclined faces of the brackets fit into a rubber/

metal sandwich mounting (2). The outer plates are attached to the frame by central bolts (3) which have beneath their heads a number of Belleville washers to provide extra vertical resilience.

The four units shown are disposed symmetrically about the centre of gravity of the tank, shown at 4. The front member (5) is a ball-and-socket joint also bushed with rubber. The duty of this unit is to resist the longitudinal forces created by acceleration and braking.

### ROLLER-BEARING CONNECTING RODS

**PATENT** No. 869,326 shows a connecting rod designed mainly for diesel engines which have roller bearings at the crankpins. The chief feature is a means



869,326

of locating the halves positively. (Motorenfabrik Hatz G.m.b.H., Ruhstorf bei Passau, Germany.)

Instead of relying on the bolts for location, the mating surfaces of the connecting rod halves have close-fitting serrations as shown at (1). These, when bolted firmly together, form a positive and repeatable

location. Dowels (2) are used to give axial location.

When assembled, the halves are hardened and the bore finished by grinding. This eliminates the need for a separate hardened sleeve. Care is taken to avoid hardening the serrations to prevent the risk of fracture through their being brittle.

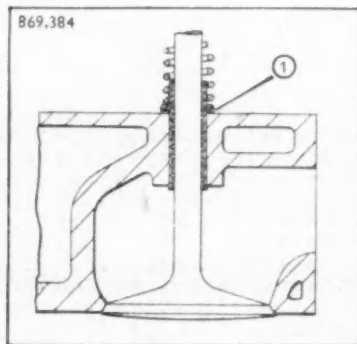
### INJECTOR NEEDLE VALVE

**PATENT** No. 862,383 from Caterpillar Tractor Company, 800 Davis Street, San Leandro, Cal., U.S.A., shows an injector valve made in the form of a sliding plunger instead of using mating seatings. The advantages claimed are reduced likelihood of damage and better protection from heat.

### BI-METAL VALVE GUIDES

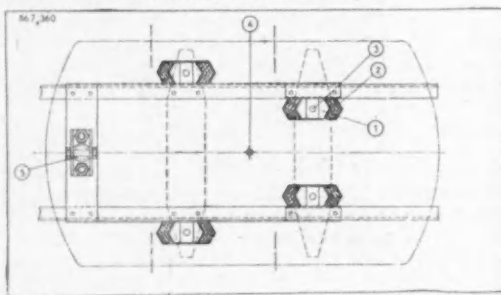
**A** SCHEME for the quantity production of valve guides with improved wearing qualities is described in patent No. 869,384. (The Glacier Metal Co., Ltd., 368 Ealing Road, Alperton, Wembley.)

The drawing shows a section of the proposed guide in a cylinder head. It is



869,384

formed initially from a bi-metal strip with steel on one side and bronze or other bearing material on the other. The strip is rolled into a tube, with the steel on the outside and the ends pressed together hydraulically to create a flange (1). This acts both as a stop face on the cylinder block and as an abutment for the spring. In addition, a circumferential groove may be left inside the flange to function as an oil reservoir.



867,360



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<b>8-CWT.</b>	COMMER (December) 1959 "Express Delivery Van"; Antelope; Heater; 12,300 Miles. Seen London	<b>£285</b>
<b>7-TON</b>	TRADER 1959 6D Dropside Truck with Heavy Duty Tyre Equipment. Very useful Vehicle. Seen Birmingham	<b>£575</b>
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<b>7-TON</b>	COMMER 1960 Rootes Diesel 18 ft. Dropside Lorry; Helper Springs; Heater; Flashers; 900 x 20 Tyres; 40 Gallon Tank; Excellent Condition. Seen Manchester	<b>£1,250</b>
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<b>6-CWT.</b>	COMMER 1959 Cob Van; Petrol. Seen Maidstone ..	<b>£295</b>
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<b>15-CWT.</b>	COMMER 1960 Forward Control Van; Sliding Doors; Painted Yellow; Choice of Two. Seen Canterbury	<b>£396</b>
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MORTONS GARAGE, LTD., Binley Rd., Coventry. Phone, Coventry 53351. 923-168

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RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 923-281

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AUSTIN K3 civil defence rescue van, ideal for conversion to travelling shop, mobile site offices, etc., exceptional value at £85 each, G. A. Rich, 514 Coldhams Lane, Cherry Hinton, Cambridge. Phone 47597. 923-403

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1951 Long-wheelbase drop-side 5-ton tipper, in good running order, engine recently overhauled and new crown wheel and pinion fitted, newly painted, what offers? Phone 25779, Sheffield. 923-221

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- NEW** 7-ton TK BEDFORD chassis-cab, 167-in. wheelbase, 2-speed axle, 9.00 x 20 tyres.

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**COUNTY ROAD, ORMSKIRK.**

Phone, Ormskirk 2551-2-3. 923-465

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**NEW BEDFORD TK TIPPERS.**

120-IN. AND 151-IN. WHEELBASE.

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- MIDLAND VEHICLE AGENCY**, 164 High St., Bordesley, Birmingham, 6. Vic 6040; evenings, Northern 8744. 923-132

- B.M.C.**, 1960 7-ton tipper, 12-ft. steel fixed-side

- D. EASTWOOD (COMMERCIALS)**, 27 Aston Rd., North, Birmingham, 6. Ast 3467. 923-118

- B.M.C.**, May, 1960, 7-ton medium-wheelbase

- B.M.C.**, tipper, 2-speed axle, 9.00 x 20 tyres, £575, Cardale Garage, 269 Carlton Rd., Nottm. 52034. 923-8A6768

- 1959** B.M.C. 7-ton 20-ft. drop-side truck, high sides,

- glass-fibre cab, many extras, £895, Wray Park Garages, Ltd., Reigate 2261. 923-377

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- 1957** B.M.C. 6-wheel flat with fitted Boys extension.

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- 1953** BRISTOL 8-wheeler, 22-ft. 6-in. platform,

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- worth. Phone, Tam 1306-7. 923-9

- 1960** COMMER diesel 20-yd. tipper, excellent con-

- dition, very good tyres, very low mileage, cost

- £3,250, accept £1,800. Edgware 2572. 923-95

(Supplement)

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- 1957** COMMER TS3 7-ton tipper, 9.00 x 20 tyres,

- helper springs, wood body, £450. West

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- Bromwich 0778. 923-126

- 1960** (Late) COMMER Unipower 6-wheeler with

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- brakes, heater, etc., £925.

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- body, air brakes, heater, etc., in excellent

- running order, £750.

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- running order, £550.

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- Stevenson 174. 923-244

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- painted vehicle, £100. Phone 25779, Sheffield. 923-220

- 1960** 15-cwt. forward-control van, petrol, two sliding

- doors, Wickham blue, very clean, £385. Brew

- Bros. Fremantle 3333. 923-289

- COMMER**, July, 1960, 7-ton TS3 short-wheelbase tipper,

- air brakes, 3-speed box, 9.00 x 20 tyres, £800.

- COMMER** 1957 7-ton TS3 long-wheelbase twin end ram

- tipper, £350. Cardale Garage, 269 Carlton Rd., Nottingham

52034. 923-8D6768

- COMMER** TS3 7-ton long-wheelbase, 1957.

- JACKERBY AND CO.**, Maybells Farm, Ripple Rd.,

- Barking, Essex. Dominion 5581. 923-416

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- body, good all round, 9.00 x 20 tyres, air

- brakes, heater, flashers, unladen weight 4 tons 15 cwt.,

- whole vehicle in very good condition, £1,100. Fredk.

- Ray, Ltd., Grovebury Rd., Leighton Buzzard. Phone

2192. 923-395

- COMMER** TS3 diesel 1957 power tipper, £385.

- WALTER WALKER (ECCLESFIELD), LTD.**, 248 The

- Common, Ecclesfield 3607. 923-477

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- DENNIS** Stork 1955 pantechon, 1,100 cu. ft., in

- very good order both mechanically and as regards

- bodywork, painted dark blue, one previous owner, £400.

- JACKSON'S GARAGE**, Onslow St., Guildford. Phone

66255. 923-6285

- 1952** (Late) DENNIS Jubilant 6-wheel platform lorry,

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- Oxwall Tilston, Ltd., Summit Works, Burnley. Phone

- 2201-4. 923-446

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- DODGE** 1955 7-ton model 146AR6 18-ft. 6-in. drop-side

- lorry, modified engine, 2-speed axle, £295.

- ROWBERRY'S GARAGE**, Oxhill Rd., Handsworth,

- Birmingham. Northern 3539. 923-140

- 1956** DODGE 146 AR6 7-ton long-wheelbase 18-ft.

- 6-in. sided lorry, 2-speed axle, etc., £350.

- E. AND J. DAVIS**, Stockwell Rd., Handsworth,

- Birmingham. Nor 3934. 923-128

- 1957** DODGE 103 AR6 6-ton diesel tipper, 9.00 x 20

- tyres, heavy duty, 2-speed axle, Helper springs,

- etc., £495.

- G. H. KENDRICK, LTD.**, Carters Green. West Brom-

- wich 0778. 923-127

- 1956** DODGE, 1,100-cu.-ft. pantechon, one owner,

- used on local deliveries only, excellent con-

- dition, ready for immediate service. Camkin Motors,

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- only, £875. Dodge 1957 6-wheeler, 22-ft. drop-side body,

- Boys extension, 2-speed axle, good tyres, good condition,

- £125. Cardale Garage, 269 Carlton Rd., Nottingham

52034. 923-8D6768

**E.R.F.**

- E.R.F.**, 8-wheeler tipper, September 1958. Phone,

- Ske 23434. 924-6326

- 1958** E.R.F. twin steering 6-wheeler, 5LW Gardner,

- latest de luxe cab, automatic gearbox, platform

- body, one owner, fully recommended, unladen weight

- 4 tons 14 cwt.

- RYLAND GARAGE**

## Used Goods Vehicles (contd.)

**TWO** 8-wheeler FODENS, 24-ft. flats, double drive, 6LW engines, 1950, £650 each. North Derbyshire Engineering, Ltd., Darley Dale, Matlock, Derbyshire. Phone, Darley Dale 3381. 923-332

**1949** FODEN 6-wheeler, in first-class condition with 22-ft. platform body, Gardner 6LW, 9.00 x 20 (12-ply) tyres, and mechanical sack loader. Sparshatts (Lorries), Ltd., 163 High St., Southampton. Phone, Southampton 23761. 924-86796

## FORD THAMES AND FORDSON

**1961**, July, THAMES Trader.

**L**ONG-WHEELBASE drop-side lorry with 6-cylinder petrol engine, first registered July, 1961, 400 miles only, sale due to special circumstances concerned with previous operator, painted blue but unlettered, now offered at a most attractive price for quick sale, full warranty applicable.

**S**KELLYS OF MOTHERWELL, LTD., Main FORD dealers, Airdrie Rd., Motherwell, Phone 2351. 923-6268

**1959** THAMES Trader 7-ton long-wheelbase drop-side truck, 9.00 x 20 tyres, all extras, choice of two from £650.

**1959** THAMES Trader 7-ton 160-in. wheelbase upper, wooden 15-ft. body, 4LNK tipping rear, 9.00 x 20s, all extras, ex C licence user, immaculate throughout. £850. Furrows, Ltd., Cotton Hill, Shrewsbury. Phone, Shrewsbury 3631. 923-6363

**F**ORD Thames Trader 1959 7-ton short-wheelbase tipper, fitted with the 6D diesel engine and 8-cu.-yd. steel body, 9.00 x 20 tyres, good general condition.

**F**ORD Thames Trader 1958 5-ton long-wheelbase tipper, fitted with the 6D diesel engine and 12-ft. 6-in. long wooden body with 2-4 double height drop sides, good general condition and ready for immediate work.

**M**AYFAIR GARAGE, Colchill Rd., Fazley, Tamworth. Phone 1966-7. 923-10

**D**ECEMBER, 1959, 7-ton Thames Trader tipper, 16-cu.-yd. body, Eaton 2-speed axle, one owner, operating on C licence (Ash). John Norman Motors, Ltd., 1 Market Rd., Cardiff. Phone 24146. 923-34

**1957** FORD 4D normal-control 4.5-ton long-wheelbase upper, 8-cu.-yd. wooden body, £215. Below.

**1959** FORD Trader 7-ton short-wheelbase tipper, 7-cu.-yd. steel drop-side body, £695. Barnes 1966, 9 a.m. to 6 p.m. 923-100

**1958** Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £456. Edgware 2572. 923-93

**1959** Trader 6D, 20-ft. light-alloy platform, 2-speed axle, owner-driver, £750. 923-92

**M**IDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 6. Vic 6040; evenings, Northern 8744. 923-131

**1960**, June, Trader, 10-ton, 21-ft. platform, County third axle, extras, low mileage, gift at £950.

**1960**, February, Trader, 7-ton 17-ft. drop-side, low mileage, ready for work, £700.

**1960**, August, Trader 7-ton short-wheelbase U-shaped 16-cu.-yd. tipper, Hydrosac brake, 3-piece wheels, low mileage, only £700.

**1955** FORDSON 5-ton drop-side truck, P8 engine, clean, £200.

**1955** FORD 4D diesel 2-ton drop-side, £195.

**D. D. EASTWOOD (COMMERCIALS)**, 27 Aston Rd., North, Birmingham, 6. Ast 3467. 923-119

**T**IPPERS.

**D**RASTIC price reductions, 1957-59 Thames Trader and short-wheelbase tippers, only four left.

**N**ORMAN REEVES (MOTORS), LTD., 215-218 High St., Uxbridge, Middlesex. Uxbridge 3344 (seven lines). 923-156

## GATES OF WOODFORD.

MAIN FORD DEALERS.

CHIGWELL ROAD,

WOODFORD GREEN.

Wanstead 6633.

**1960** Trader 6-wheel, double-drive platform, power steering, air brakes, etc., etc. £1,875.

**1960** Trader 8-cu.-yd. tipper, Edbro front ram, excellent condition, £950.

**G**OOD selection of Thames Trader, 5- and 7-ton trucks and platforms, from £400. 923-200

**1959** FORD 7-cwt. van, one owner, low mileage, extras, excellent condition, £285.

**P**UTOCKS, LTD., High St., Guildford. Phone 5391. 923-179

**1957** Trader 5-ton 6D long-wheelbase drop-side truck, red, very tidy, £525.

**1957** Trader 5-ton 4D long-wheelbase drop-side truck, ivory, excellent order, £500.

**1956** Thames 4-ton 4D long-wheelbase chassis-cab, sound order throughout, £250.

**1955** Thames 4-ton 4D long-wheelbase drop-side truck, painted blue, £325.

**V**ICTORY MOTOR CO., main FORD dealers, Winchester St., Cheltenham. Phone, Cheltenham 55366-7-8-9. 923-6784

**1960** FORD Trader 7-ton diesel long-wheelbase drop-side truck, £675.

**1960** FORD Trader 5-ton diesel long-wheelbase drop-side truck, £715.

**1958** FORD Trader diesel 4-ton platform truck, £325.

**D**AWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 923-293

**1958** 7-ton Trader, 17-ft. 6-in. drop-side body, 9.00 x 20s, recent new engine, axle and gearbox, in good, clean condition, £450. Watford 31863. 923-174

**1960** FORD THAMES Trader 6D platform truck, perfect order throughout.

**C**ENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham. Phone, Uppingham 3296. 923-530

**A34**

## Used Goods Vehicles (contd.)

### HUNTER VEHICLES, LTD.

CROWN WORKS.

290 SOUTHBUURY ROAD,

ENFIELD.

**1956** Thames truck, 3-ton, long wheelbase, painted blue, one owner, £220.

**1956** Thames 3-ton boxvan, 525 cu. ft. shutter to rear and near side, one owner, £275.

**1956** Thames 3-ton chassis-cab, 157-in. wheelbase, 4-ton tyres, one owner, £160.

**I**MMEDIATE DELIVERY.

**H**IRE-PURCHASE TERMS ARRANGED.

**H**OWARD 4184.

923-259

**1959** Trader Primrose 6-wheeler, Eaton 2-speed, wooden platform body, this truck has never been used for general haulage and has carried chocolate in a container which was fitted when new, in really first-class condition throughout, bargain price £785.

**C**OMMERCIAL VEHICLES (SOUTHERN), LTD., Station Rd., Cullompton, Devon. Phone, Cullompton 3316. 923-255

**1960**, November, Thames Trader County 6-wheeler with 22-ft. drop-side body, double drive, negligible mileage, as new.

**1960**, October, Thames Trader County 6-wheeler with 22-ft. drop-side body, single drive, negligible mileage, as new.

**1960** (Unregistered) Thames Trader 6D tractor unit, S.A.E. coupling, negligible mileage, as new.

**A**LSO many other good Traders in stock, flats, articles, and tippers.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. 923-243

**S**TEVENAGE 174.

### GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

**T**RADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works for early delivery, £1,220.

**T**RADER 4D diesel 4-ton low-frame chassis fitted with 1,250-cu.-ft. body, as above, early delivery from stock, £1,245.

**1955** Thames 4D diesel pantehnic, recently reconditioned engine, £175.

**A**LSO a selection of Thames 5- and 7-cwt. vans always available.

**M**ITCHAM LANE, S.W.16, Streatham 3133-4. 923-350

**O**NE 7-ton FORD Thames Trader, 1960, 18-ft. platform body, good condition, £730. Lavenders Transport, Ltd., Rose Hill, Ticehurst, Wadhurst, Sussex. Phone, Ticehurst 443. 923-230

**1959** FORD Trader diesel 7-ton tipper (rebuilt as new), medium wheelbase, steel body, repainted blue, for sale at £645 to clear.

**R**YLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 923-283

**1958** FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £525.

**1959** FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £595.

**C**APITAL MOTOR CO., LTD., Remington St., City Rd., N.1. Clerkenwell 7456-9. 923-306

**C**OMBS SERVICE STATION (GUILDFORD), LTD., BY-PASS ROAD, GUILDFORD FOR ALL FORD THAMES INQUIRIES. PLEASE PHONE, GUILDFORD 62962. 923-392

**T**RADER, 1960, 7-ton short-wheelbase Edbro drop-side Steel-body and tipper, 9.00 x 20 tyres, 27,000 miles only, £600.

**T**RADER, 1959, 7-ton short-wheelbase Weston drop-side steel-body and twin under-ram tipper, 9.00 x 20 tyres, £525.

**T**RADER, 1959, 7-ton long-wheelbase flat, choice of three from £440. Cardale Garage, 269 Carlton Rd. Nottm 52034. 923-XC6768

**1959** FORD Thames Trader drop-side truck, £725.

**A**CORN MOTORS, LTD., 24 Cross Rd., Hanworth, Middx. Phone, Feltham 5888. 923-372

**1959** Thames Trader 7-ton, Anthony hoist tipper rear, guaranteed, £725. Arnold 7771. 923-388

### Ford Thames and Fordson Wanted

**W**ANTED, FORD 4D vans and Perkins, all capacities from 1956 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 923-325

### G.M.C.

**G.M.C.** 6 by 6 split axle. Thos Graveson, Ltd., G.M.C., Warton, Cargorth. Phone, Cargorth 381. 923-250

### GUY

**V**EHICLES for sale. **GUY** Invincible 8-wheelers (1958). 5LW engine, air brakes, excellent condition, £1,500 each. Inquiries, Phone, Low Fell 78461, Gateshead-on-Tyne. 923-459

**1960** GUY Invincible, Gardner LX engine, 6-speed platform, power steering, 22,000 miles, £3,450. 24-ft. DAWNIER MOTORS, LTD., Phone, Ewell 2382. 923-295

## Used Goods Vehicles (contd.)

### KARRIER

**1959** KARRIER Gamecock diesel 4-ton with Bonaluck drop-side body, genuine mileage only 43,000, cost £1,725, £735.

**G. E. HARPER, LTD.**, London Rd., Stevenage, Herts. Phone 700. 923-45

### Karrier Wanted

**W**ANTED, Bantam drop-side truck, 1952-8, wheelbase 8 ft. 6 in.

**K. THRUSSSELL**, 61 Old Stoke Rd., Aylesbury. 926-6335

### LAND ROVER

**G**OOD supply of used LAND ROVERS always in stock.

**C**OOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 923-224

**L**AND ROVER station wagon 7-seater, genuine 20,000 miles, one fitted owner, 1956, many extras, £415. B. J. Champ, Ltd., Handforth, Cheshire. Phone, Mercury 2882. 923-448

### LEYLAND

**1955** LEYLAND 8-wheeler, fitted Mann Egerton insulated container 1959, all in excellent order, can be seen Gibson's, Leyland agents, Aberdeen, Bookless Bros., Ltd., 149 Bridgegate, Glasgow. Phone, Bel 0628. 924-6293

**1956** LEYLAND Comet long-wheelbase drop-side lorry, 2-speed axle, heater, excellent tyres, 18-ft. body, ex-C licence user, £650. Furrows, Ltd., Cotton Hill, Shrewsbury. Phone, Shrewsbury 3631. 923-6304

**L**LEYLAND Comet 7-ton forward-control long-wheelbase platform lorry, 9.00 x 20 tyres, rebuilt 1960, £750. Confidential H.P. terms arranged.

**H**ILLS DIESELS, LTD., Port St., Manchester, 1. Central 1341. 923-30

**L**LEYLAND Comet 1957 long-wheelbase tipper, fitted sides, 14-ft. 6-in. long wooden body with 4-ft. fitted sides, useful vehicle in good clean condition.

**M**AYFAIR GARAGE, Colchill Rd., Fazley, Tamworth. Phone, Tam 1366-7. 923-11

**1953** Comet 90 normal-control short-wheelbase chassis-cab, complete with twin-ram tipping gear and sub-frame, 2-speed axle, recent new engine, 900 x 20 tyres, very clean, chassis cracked, £285.

**D. D. EASTWOOD (COMMERCIALS)**, 27 Aston Rd., North, Birmingham, 6. Ast 3467. 923-121

**L**LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edgware 2872. 923-92

**1957** LEYLAND short-wheelbase tipper, 105 engine, 2-speed axle, 8-yd. body, £750.

**M**IDLAND VEHICLE AGENCY, 164 High St., Bordesley Birmingham, 6. Vic 6040, evenings Northern 8744. 923-130

**L**LEYLAND Octopus, 1952, 24-ft. drop-side body, double drive, excellent condition, £850. Phone, Lymington 5350, 3835. 923-175

**1955** LEYLAND Comet forward-control platform truck, good condition, £495.

**C**APITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel) Clerkenwell 7456. 923-302

**1959** LEYLAND Super Comet tractor units, air brakes, 2-speed axle, fifth-wheel coupling, choice of three.

**O**LD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201-4. 923-445

**L**LEYLAND Octopus 1960 long-wheelbase tipper, as new.

**L**LEYLAND Steer, 1956, 600 engine, platform body, air brakes and 4-wheeled Dyson trailers.

**C**ENTRAL GARAGE, Barnsley Rd., Eough Elmsall, near Pontefract. Phone, South Elmsall 276-7-8. 923-421

**1957** LEYLAND Comet short-wheelbase drop-side tipper with extensions, weight 4 tons 14 cwt., in good order, £775. Cottee and Edwards, Ltd., Nottingham. Phone 466-4. 923-517

**1956** Comet long-wheelbase platform, £450.

**1955** Comet long-wheelbase platform, £535.

**1947** Octopus long-wheelbase platform, choice of four from £275.

**J**OHNS HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362 456, 457. 923-470

**MORRIS AND MORRIS-COMMERCIAL**

**1957**, August, MORRIS 5-ton long-wheelbase diesel, boxvan body, approx. 850 cu. ft., rear roller shutter door, ex private company, £550. Wellington Garage (Oldham), Ltd., Huddersfield Rd., Oldham. Phone, Main 9109. 923-419

**Morris and Morris-Commercial Wanted**

**M**ORRIS 4 x 4 hydraulic winch, petrol or diesel. M. G. Fozzary, Ltd., 17-19 Guildford St., Chertsey. Phone 3380. 923-19

### SCAMMELL

**P**ARADISE MOTORS, Geldart Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnet and wings. 922-830

**A** Number of good SCAMMELL tractor units in stock, 1948-58, with or without trailers, flats and low-loaders all at very reasonable prices.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. 923-241

### SEDDON

**N**EWPORT MOTOR SERVICE, East Usk Rd., Newport, Mon. Phone 58441.

**S**EDDON distributors for Monmouthshire. 923-535

## Used Goods Vehicles (contd.)

### STANDARD

1960 STANDARD Atlas van, side loader door, ex-demonstration van, low mileage and in nearly new condition, £250.  
PUTTOCKS, LTD., High St., Guildford. Phone 5391, 923-158

### THORNYCROFT

MARSTON MOTOR CO. LTD.,

SEVEN SISTERS ROAD,  
TOTTENHAM, LONDON, N.15.  
Phone, Stamford Hill 8000.

SOLE DISTRIBUTORS FOR THORNYCROFT  
COMMERCIAL VEHICLES FOR LONDON AND  
HOME COUNTIES NORTH OF THE THAMES.  
WE CAN OFFER ADVANTAGEOUS DELIVERY  
OF ALL

THORNYCROFT MODELS.  
FOR IMMEDIATE DELIVERY.

NEW long-wheelbase Mantiff 14-ton G.V.W. 4-wheel chassis-cabs.

### UNCLASSIFIED

ROOTES, L. TD.,

OFFER

1960, April, COMMER 7-ton Rootes diesel, 18-ft. drop-side lorry, heater, springs, heater, 9.00 x 20 tyres, 40-gal tank, excellent condition.

£1,250.

1956, June, BEDFORD 3-ton boxvan body, approx. 650 cu. ft., detachable interior laths, exterior attachment for glass, 36,000 miles only, excellent condition.

£375.

1958, November, COMMER 7-ton Rootes diesel drop-side, 9.00 x 20 tyre equipment, excellent condition.

£795.

1955, June, ALBION 10-ton Relver 6-wheel double-drive platform lorry, good condition, good tyres.

£595.

1956, June, BEDFORD 10-12-cwt. van, blue, good condition, good tyres, one owner.

£125.

1961, January, COMMER 2-ton milk float with canopy roof, excellent condition, nominal mileage, used for demonstration only, taxed, cost £635.

ACCEPT £545.

COMMERCIAL VEHICLE DIVISION,

ROOTES, L. TD.,

CHESTER ROAD,  
MANCHESTER, 15.  
Phone, Blackfriars 6677, 923-6314

BRISTOL STREET MOTORS,  
BIRMINGHAM.

USED TIPPERS AND TRUCKS.

TIPPERS.

1960 7-ton Thames Trader short-wheelbase steel body tipper, in excellent condition, £800.

1960 6-ton BEDFORD diesel short-wheelbase steel body tipper, 14,000 miles, in superb condition, £800.

1958 AUSTIN long-wheelbase tipper, one C-licence owner, £350.

1956 DODGE 7-ton long-wheelbase diesel tipper, 2-speed axle, 5-speed gearbox, recently repainted, £425.

1960 AUSTIN 7-ton long-wheelbase tipper, double-drop-side steel body, B.M.C. 6-cylinder diesel engine, power steering, 2-speed axle, in magnificent condition, £580.

1956 Thames 4D short-wheelbase 4-ton tipper, recently reconditioned, £350.

1954 Thames 4-ton short-wheelbase diesel tipper, ready for work, £175.

TRUCKS.

1958 7-ton Thames Trader long-wheelbase truck, in excellent condition, fitted with double-drop-side alloy body, £650.

1958 5-ton Thames Trader long-wheelbase truck, repainted, £475.

1955 7-ton DODGE long-wheelbase drop-side truck, new tyres, Perkins P6 engine, £200.

1954 7-ton BEDFORD long-wheelbase truck, R.G. engine recently reconditioned, £325.

1956 6-ton DODGE long-wheelbase truck, P6 engine, £300.

1956 3-ton GUY Vixen, P4 diesel engine, new body, new tyres, £200.

EASY, H.P. BY OUR OWN DEPARTMENT.

BRISTOL STREET MOTORS, L. TD.,

FORD DISTRIBUTOR.

156-182 BRISTOL STREET,  
BIRMINGHAM, 5.

Phone, Midland 2777.

Oper daily (including Saturdays) till 8 p.m.

SUNDAYS 10 a.m.-6 p.m. 924-6337

## Used Goods Vehicles (contd.)

CARMICHAEL'S FOR COMMERCIALS.

PHONE, KEMPSEY 439 AND 417.

NEW VEHICLES FOR IMMEDIATE AND  
EARLY DELIVERY.

LEYLANDS. ALBIONS. AUSTINS.

NEW VEHICLES FROM STOCK.

LEYLAND Comet 8R, 23-ft. 6-in. body.

AUSTIN 7-ton medium-wheelbase tipper, drop side.

COMMERCER 7-ton cement-limestone bulk delivery tanker with gear and blower.

LARGEST SELECTION OF SECOND-HAND  
COMMERCIAL VEHICLES IN THE MIDLANDS.

### B.M.C.

1959 AUSTIN artic. diesel together with coupling, forward control.

1958 AUSTIN 7-ton drop-side diesel truck.

1956 AUSTIN 5-ton diesel, drop side.

1958 AUSTIN artic. diesel with coupling, forward control.

1956 AUSTIN 7-ton long-wheelbase platform, forward control.

1957 AUSTIN 7-ton long-wheelbase diesel drop-side truck.

1954 MORRIS 5-ton long-wheelbase petrol platform, forward control.

### COMMERCER.

1958 COMMERCER 7-ton forward-control diesel with new drop-side body.

1960 COMMERCER 7-ton forward-control drop-side long-wheelbase, detachable high racks.

1955 COMMERCER 5-ton drop-side P6 truck.

### ALBION.

1955 ALBION Chieftain, alloy drop-side body, choice of two.

### BEDFORD.

1956 BEDFORD forward-control long-wheelbase diesel drop-side truck, 7 ton.

1958 BEDFORD 7-ton long-wheelbase diesel, drop side.

1949 BEDFORD 2-ton drop-side, petrol, excellent condition.

### DODGE.

1958 7-ton diesel long-wheelbase platform.

### FORD.

1959 Thames Trader long-wheelbase diesel drop-side truck, 7 ton.

1956 Thames Sussex 6-wheel tipper, high sides.

### MAUDSLAY.

1947 MAUDSLAY, A.E.C. 7.7 engine, 8-ton drop-side.

1949 MAUDSLAY, A.E.C. 7.7 engine, 8-ton drop-side.

### FODEN.

1957 FODEN diesel 8-wheeler long-wheelbase drop-side truck.

CARMICHAEL AND SONS (WORCESTER), L. TD.,

CLERKENLEAP DEPOT,

NK. WORCESTER.

923-6

1955 A.E.C. Mercury long-wheelbase truck, excellent order, £800.

1959 Tracer 7-ton long-wheelbase drop-side truck, 9.00 x 20 tyres, £690.

1958 Tracer 7-ton long-wheelbase chassis-cab, 9.00 x 20 tyres, £595.

1957 B.M.C. 7-ton long-wheelbase drop-side truck, £555.

1958 Tracer 5-ton heavy-duty truck, 21-ft. body, 6D, excellent order, £570.

1956 DODGE 7-ton long-wheelbase tipper, P6, 2-speed axle, £400.

### COUNTY GARAGE, L. TD.,

LOWTHER STREET,

CARLISLE.

Phone 24234.

924-6323

### DEES OF CROYDON

CROYDON 6011.

A SELECTION OF OUR USED VEHICLES, MANY  
COVERED BY A WARRANTY AND ALL IN SOUND  
ROADWORTHY CONDITION

1959 BEDFORD 300 diesel 7-ton long-wheelbase truck, low-mileage engine, 8.25 x 20 12-ply tyres, £410.

1957 Tracer 5-ton 152-in. wheelbase 6D truck, £450.

1959 Tracer 7-ton 160-in. wheelbase 6D chassis-cab, 8.25 x 20 tyres, £575.

1955 BEDFORD R6 7-ton truck, 8.25 x 20 tyres, £295.

1958 Tracer articulated unit, £550.

1959 Tracer 5-ton 4D 152-in. wheelbase truck, £660.

### HUBERT DEES, L. TD.,

15-19 BRIGHTON ROAD,

SOUTH CROYDON

Croydon 6011.

923-17

## Used Goods Vehicles (contd.)

AT GREAT NORTH ROAD, SANDY, BEDS.

JOHN JORDAN,

E.R.F. DISTRIBUTORS, OFFICIAL FORD AND

COMMERCIAL DEALERS.

Phone, Sandy 271 (three lines).

### COMMERCER.

1960 COMMERCER, Unipower 6-wheeler, 21-ft. platform, power steering, air brakes, £1,425.

1960 COMMERCER T53 Standard 7-yd. tipper, air brakes, checked, £950.

1958 COMMERCER T53 18-ft. drop-sider, air brakes, repainted, £725.

1958 COMMERCER T53 medium-wheelbase tipper, new twin telescopic gear, £750.

1955 COMMERCER T53 18-ft. drop-sider, recent factory engine and gearbox, £375.

1957 COMMERCER Superposse, 16-ft. drop-sider, P6 latest shape, 5-speed, £295.

### FORD.

NEW Trader, 4D, long-wheelbase, 152-in. low frame, 4.5-ton chassis-cab, immediate delivery.

1961 Trader 75 7-ton 17-ft. platform, 15,000 miles, £975.

1960 FORD 15-cwt. pick-up truck, low mileage, £395.

1960 Trader 6D 7-ton 17-ft. drop-sider, £700.

1960 Trader 6D 7-ton artic. tractor, S.A.E. pin, genuine 23,000 miles only, as new, £750.

1959 Trader, 6D, 7-ton long-wheelbase tipper, delivery seven days.

1956 FORD, 4D, standard 16-ft. diesel drop-siders, £225; choice of three.

### BEDFORD.

1960 BEDFORD J type normal-control 10-yd. steel tipper, 300 engine, 2-speed, 28,000 miles, clean, £850.

### VANS, DIESEL.

6-TON: 1952 GUY Otter 17-ft. van, roller shutter, translucent roof, Eaton 2-speed, Gardner 4LK, taxed, £295.

3-TON: 1956 B.M.C. Standard normal-control 3-ton van, track on block, £145.

2-TON: 1956 FORD 4D 2-ton. Standard 2-ton van, translucent roof, taxed, £225.

### VANS, PETROL.

5-TON: 1950 BEDFORD 5-ton 16-ft. van, ex large operator, excellent, £125.

3-TON: 1958 COMMERCER 15-cwt. normal-control van, fitted windows, 10,000 miles, £345.

3-TON: 1957 MORRIS 15-cwt. Omnivan, repainted, £425.

12-CWT.: 1956 BEDFORD CA vans, repainted, £165; choice of two.

8-CWT.: 1959 COMMERCER Express Delivery van, £325.

7-CWT.: 1960 FORD 7-cwt. van, factory blue, immaculate, £330.

H.P. Arranged. Open Sunday mornings. Exchanges with pleasure. 923-38

### CLOCK SERVICE STATION,

CASTLE BROMWICH.

Car 2615.

FOR BIRMINGHAM'S

BEST USED TRUCKS.

1959 Thames Trader 7-ton truck, powered by 6D 15-cylinder diesel engine, complete with 18-ft. timber double-drop-side body, width 7 ft., drop sides 1 ft. 6 in., well shod with 8.25 x 20 tyres, extremely tidy cab and interior, excellent value at £655.

1959 BEDFORD short-wheelbase 7-ton tipper, all-steel heavy-duty body and equipment, fitted with Bedford 300 diesel engine, repainted 2-tone grey, £760.

1958 COMMERCER diesel 5-ton long-wheelbase alloy platform truck, repainted, low mileage, original tyres in good condition, useful vehicle for coal trade, etc., £600.

1956 Thames 4D Luton van, being repainted, whole vehicle in good condition, including tyres, etc., only £100.

1955 Thames 4D extended-chassis long-wheelbase drop-side truck, tyres, etc., in good condition, ideal for coal trade, etc., £210.

TWO COMMERCER T53 long-wheelbase diesel trucks, one drop-side, one platform, bodies rough, good mechanically, cheap for quick sale, reasonable offers.

ANY NEW COMMERCER VEHICLES SUPPLIED

WE ALWAYS HAVE NUMEROUS TRUCKS, VANS,

ETC., IN STOCK

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CAS 2615

FOR ALL YOUR COMMERCIAL VEHICLE

REQUIREMENTS.

A R ROOTES COMPANY.

923-36

### COACHES AND COMPONENTS, L. TD.,

92-94 STAMFORD HILL, N.16.

Stamford Hill 8444.

1958 FORD Trader 5-cu.-yd. tipper, very good condition, all new tyres.

1957 FORD Trader 5-cu.-yd. tipper, very good condition, all new tyres.

1957 FORD 4D Luton van, very good condition.

WE also have a good range of used BEDFORD 15-cwt. vans and conversions.

923-344

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### Used Goods Vehicles (contd.)

**O'SWALD TILLOTSON, L.T.D.**  
SUMMIT WORKS, BURNLEY.  
Phone 2201-4.  
A.E.C. AUTHORIZED DEALERS.  
MORRIS-COMMERCIAL AND YORK TRAILER DISTRIBUTORS.  
DEPOTS AT  
PRESTON STREET, BRADFORD, 7.  
Phone 22377-8-9.  
293 LIVERPOOL STREET, SALFORD, 5.  
Phone, Pendleton 2845-6.  
KINGSWAY WEST, DUNDEE.  
Phone 66336.  
BRYMBO GARAGE,  
NEWCASTLE-UNDER-LYNE.  
Phone, Newcastle-under-Lyne 51331.

1957 Thames Trader, 6D engine, 17-ft. 6-in. platform body.  
1959 LEYLAND Super Comet tractor unit, fifth-wheel coupling, air brakes, immaculate condition, choice of two.  
BRISTOL crawler tractor, Model 22, P3 diesel engine, complete with Trak Grip.  
1958 A.E.C. Mammoth Major 8-wheeler, 9.6 engine double drive, 24-ft. platform body.  
CARRIMORE 4-wheel trailer, 16-ft. wood platform body.  
1958 SEDDON, 4LW engine, 2-speed axle, 18-ft. body.  
1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.  
1959 GUY light 8-wheeler, 7.75 engine, 2-speed axle, 24-ft. platform body.  
1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.  
1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.  
1958 AUSTIN (B.M.C.) 7-ton, 6-cylinder diesel engine, 2-speed axle, 17-ft. platform body.  
1955 FODEN 8-wheeler, 6LW engine, double drive, 24-ft. platform body.  
1957 BEDFORD S-type tractor unit, Leyland engine, fifth-wheel coupling.  
1955 ALBION Chieftain tractor unit with Carrimore semi-trailer.  
1959 DODGE 6-wheeler tipper, Leyland engine, Eaton Hendrickson third axle, 19-ft. 6-in. steel body.  
1960 Thames Trader, 6D engine, 17-ft. 6-in. alloy platform body.  
1959 GUY Warrior tractor unit, Leyland engine, Primrose 25-ft. semi-trailer.  
1953 E.R.F. 6-wheeler, 6LW engine, double drive, fitted with steel tank.  
1958 (Late) GUY Invincible, twin steer, 6LW engine, 5-speed, air brakes, 22-ft. platform body.  
1952 DENNIS Jubilant, 6-cylinder diesel engine, 5-speed double drive, 24-ft. platform body.  
1953 ATKINSON short-wheelbase twin-steer tipper, 5LW, 12-ft. 6-in. tipping body.  
1948 SEDDON, Perkins P6 engine, 5-speed, 17-ft. 6-in. alloy platform body.  
1956 ALBION Reiver 6-wheel tipper, modern cab, Albion engine, double drive, 14-ft. tipping body.  
1956 GUY Warrior short-wheelbase tipper, Meadows engine, 2-speed axle.  
1958 BEDFORD 7-ton drop-sided truck, Bedford engine, 2-speed axle, choice of three.  
1959 COMMER TS3 6-wheeler, 4-speed gearbox, Boys third axle, 22-ft. platform body, immaculate.

1960 ALBION Chieftain, Albion engine, automatic lubrication, 20-ft. platform body.  
THAMES County, 60 engine, County third axle, 21-ft. platform body.  
A.E.C. Mammoth Major, rebuilt 1959, single-drive 7.7 engine, 22-ft. platform body.  
1959 SEDDON SD4 tractor unit, Cummins engine, 2-speed, fifth-wheel coupling.  
1960 B.M.C. 7-ton, 6-cylinder diesel, 2-speed, 18-ft. alloy underframe platform body.  
1960 B.M.C. 7-ton tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.  
1958 BEDFORD 6-wheeler, Bedford diesel, 2-speed, Boys axle, 21-ft. platform body.  
1956 GUY Invincible 6-wheeler, 6LW engine, 23-ft. platform body.  
1958 GUY Invincible, Meadows 10-litre engine, air brakes, double drive, 24-ft. 6-in. platform body.  
1960 SEDDON 6-wheel tipper, Leyland engine, York trailing axle, alloy tipping body.  
1958 SEDDON tractor unit, 6LW engine, fifth-wheel coupling, air brakes.  
1960 A.E.C. Mercury, 7.75 engine, air brakes, 21-ft. wooden platform body, choice of three.  
1959 B.M.C. 7-ton medium-wheelbase tipper, choice of two.  
C CHOICE of several alloy van bodies suitable for the bottling trade.

ALL INQUIRIES—PHONE OR CALL.  
**USED VEHICLE DIVISION,**  
BURNLEY.  
Phone 2201-4.  
PART-EXCHANGES ARRANGED. 923-447

**SHAW AND KILBURN, L.T.D.**  
WESTERN AVENUE, W.J.  
Acc 4641.  
OFFER THE FOLLOWING VEHICLES.  
DECEMBER, 1958, AUSTIN 7-ton diesel long-wheelbase truck, £375.  
TWO 1958 FORDS 7-ton diesel 6-cu.-yd. tippers, £495 each.  
NOVEMBER, 1957, A.E.C. Mercury Duramin body and cab, £1,250.  
OCTOBER, 1960, BEDFORD 7-ton normal-control diesel tipper, 6 cu. yd., 15,600 miles, £850.  
OCTOBER, 1960, BEDFORD S-type diesel tipper, 9.458 miles, £850. 923-33  
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### Used Goods Vehicles (contd.)

**ARLINGTON MOTOR CO. L.T.D.**  
OUR REPUTATION IS YOUR GUARANTEE.  
SELECTION OF OUR RANGE OF USED VEHICLES.  
SALES DEPARTMENTS OPEN UNTIL 5 P.M. SATURDAYS.  
VANS.

SELECTION of used BEDFORD 10-12-cwt. and 15-cwt. vans and personnel carriers, many types.

TRUCKS.  
1959 BEDFORD 5-ton 16-ft. double-drop-side truck.  
1959 BEDFORD 7-ton forward-control 17-ft. 6-in. platform.  
1958 BEDFORD 7-ton, 16-ft. wooden platform, 2-speed rear axle.  
1958 AUSTIN 7-ton, 18-ft. platform.  
1956 BEDFORD 5-ton petrol truck (at Cardiff).  
1955 SEDDON Mk. XIIF diesel, 18-ft. double-drop-side truck.  
1955 BEDFORD 7-ton forward-control with 16-ft. double-drop-side body.  
1955 ALBION Chieftain, 16-ft. wooden platform.

TIPPERS.  
1958 BEDFORD diesel 6-ton 5-cu.-yd. normal-control tipper.  
1954 BEDFORD 5-ton 6-cu.-yd. wooden drop-side body.  
1957 ALBION Clydesdale, steel body fixed-side tipper (at Cardiff).  
1958 BEDFORD 7-ton forward-control fixed-side steel-bodied tipper, Leyland engine, 9.00 x 20 tyres (at Cardiff).

LUTONS.  
1953 BEDFORD diesel 5-ton normal-control with 840-cu.-ft. bus body.  
1951 BEDFORD 5-ton 950-cu.-ft. Luton (at Cardiff).

ARTICS.  
1959 BEDFORD 10-ton tractor unit with 23-ft. 10-ton Scammell trailer.  
1959 LEYLAND Comet with 25-ft. York platform trailer.  
1958 BEDFORD 10-ton tractor, 2-speed axle, fifth-wheel coupling, 25-ft. drop-side York trailer (at Cardiff).  
1956 ATKINSON diesel tractor unit, Scammell coupling.  
1957 A.E.C. Mercury Mk. I tractor unit.

HEAVY VEHICLES.  
1955 56 LEYLAND Octopus 8-wheeler platform.  
1957 ATKINSON 8-wheeler, 21.3 A.E.C. engine and gearbox, 24-ft. drop-side.  
1953 DENNIS Jubilant 24-ft. platform, 9.00 x 20 tyres.

COMPREHENSIVE RANGE OF NEW BEDFORDS ALWAYS IN STOCK.  
HIGH ROAD, PONDER'S END, ENFIELD, MIDDX.  
Howard 1266.  
NEWPORT ROAD, CARDIFF, Cardiff 28734.  
CORNARD ROAD, SUDBURY, SUFFOLK.  
Sudbury 2301.

**ARLINGTON MOTOR CO. L.T.D.** 923-207

**ANCHOR MOTORS, L.T.D.**  
CHESTER 22622.

NEW COMMERS IN STOCK.  
NEW COMMER 10-ton Unipower, 6-wheel, diesel.  
NEW COMMER 4-, 5-, 6- and 7-ton diesel.  
NEW COMMER 4-ton vans, 12-seater light bus.  
12-SEATER P.S.V. bus, petrol or diesel, Harrington and Martin Walter conversions.  
COBBS and 8-cwt. vans.

1960 12-seater light bus, Wickham blue, diesel engine, one owner, in perfect body and mechanical condition.  
1959 AUSTIN Minicab, 12-seater, P.S.V. certificate of fitness to August, 1966, in very nice condition. £465.

**ANCHOR MOTORS, L.T.D.**  
VICTORIA ROAD, CHESTER. 923-135

**OVER HALL GARAGES, L.T.D.**  
VAUXHALL AND BEDFORD DEALERS.

1960 COMMER 15-cwt. diesel van, one owner, low mileage.  
1959 BEDFORD 8-ton diesel tractor unit, Scammell coupling, one owner.  
1958 BEDFORD 25-cwt. van, one owner, good order.  
1953 A.E.C. 8-wheeler tipper, 24 cu. yd., reconditioned 9.9 engine, well typed.  
NEW 15-cwt. BEDFORD vans.

SELECTION new and used diesel and petrol 15-cwt. vans.  
**OVER HALL GARAGES, L.T.D.**  
STAINES ROAD, BEDFORD, MIDDX.  
Ashford 5741. 923-16

### Used Goods Vehicles (contd.)

**FORD AND SLATER, L.T.D.**  
LEYLAND, ALBION, SCAMMELL.  
OFFICIAL TECALEMIT, SYNDROMIC AND A.C.L. FITTING STATION.  
TIPPERS.

1959 BEDFORD 7-ton 1-type, 6-cu.-yd. steel fixed-side body.  
1955 BEDFORD 5-ton A-type 13-ft. by 18-in. drop-sided tipper, P6.  
1955 BEDFORD 5-ton A-type 12-ft. by 2-ft. steel fixed-side upper, petrol.  
1955 COMMER Q4 P6 9-ft. by 3-ft. timber drop-sided tipper.  
1955 DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-side tipper.  
1958 FORD 5-ton H.D. 6D 6-cu.-yd. steel drop-sided tipper.  
1958 LEYLAND Comet, forward control, short wheelbase, fitted with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed-side tipper.  
1956 LEYLAND Comet medium-wheelbase, 14-ft. by 3-ft. 6-in. alloy double-drop-side.  
1955 LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. drop-sided tipper.  
1955 LEYLAND Comet medium-wheelbase 14-ft. by 3-ft. timber drop-sided tipper.  
1957 LEYLAND Comet, short wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber, fixed sides.  
1958 LEYLAND Comet, medium wheelbase, normal control, 14-ft. by 2-ft. timber drop-side.  
1959 ALBION Clydesdale with York third axle and Leyland O.375 engine, 19-ft. by 3-ft. timber drop side.  
1952 VULCAN 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop-side.  
1958 LEYLAND Comet Model ECOS2/R long-wheelbase 15-ft. by 2-ft. timber drop-side.  
1957 COMMER 7-ton TS3, 13-ft. by 3-ft. timber drop-side.  
1956 MORRIS 7-ton 14-ft. by 4-ft. timber fixed-side.  
1960 COMMER TS3 7-ton 14-ft. by 4-ft. timber fixed sides.  
1958 LEYLAND Comet, normal control, medium-wheelbase 14-ft. by 2-ft. alloy drop sides.  
1955 SEDDON 6-ton, P6, 15-ft. by 18-in. timber fixed sides.

PLATFORM  
1956 ALBION Reiver, 22-ft. timber platform.  
1955 ALBION Reiver, 22-ft. timber platform.  
1958 ALBION Chieftain, 18-ft. timber drop-side.  
1953 LEYLAND Comet normal-control medium-wheelbase 16-ft. 6-in. timber flat.  
1957 BEDFORD 7-ton, 300 diesel, 16-ft. 6-in. timber drop-side.  
1956 BEDFORD 7-ton, R6, 16-ft. timber flat.  
1956 BEDFORD 5-ton, P6, 16-ft. timber flat.  
1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.  
1952 E.R.F., 6LW, 24-ft. timber drop-side.  
1957 LEYLAND Comet Model ECOS2-4R, forward control, 20-ft. timber drop-side.  
1953 THORNYCROFT 7-ton, 18-ft. timber drop-side.  
1957 COMMER TS3, 19-ft. timber drop-side.  
1956 COMMER TS3, 16-ft. 6-in. timber drop-side.  
1958 COMMER TS3, 16-ft. 6-in. timber drop-side, air brakes.  
1956 DODGE 6-ton, P6, 17-ft. timber flat.  
1955 DODGE 6-ton, P6, 16-ft. timber drop-side.  
1954 DODGE 6-ton, P6, 17-ft. timber flat.  
1957 FORD Thames, 4D, 16-ft. 6-in. timber drop-side.  
1951 FORD Sussex, P6, 18-ft. 6-in. timber drop-side.  
1957 BEDFORD 7-ton, Comet engine, 16-ft. timber drop-side.  
1957 LEYLAND Comet, Model ECOS2-4R, 20-ft. timber flat.  
1955 ALBION Chieftain, 16-ft. alloy platform.  
1959 B.M.C. 7-ton, 18-ft. timber drop-side.  
1955 BEDFORD 7-ton, petrol, 16-ft. timber flat.

TRACTOR UNITS.  
1960 FORD Trader, Scammell tractor unit, Eaton 16500 rear axle.  
1958 B.M.C.-SCAMMELL tractor unit.  
1957 BEDFORD 8-ton tractor, Meadows engine, complete with Scammell 23-ft. 10-ton flat trailer.

VANS.  
1956 ALBION Claymore 900-cu.-ft. alloy boxvan.  
1956 ALBION Chieftain 900-cu.-ft. boxvan.  
FAVOURABLE H.P. TERMS.  
**FORD AND SLATER, L.T.D.**  
LEYLAND, ALBION,  
GWINDOLEN ROAD, LEICESTER.  
Phone 35117-9. 923-117

NEW COMMER  
**SOUTH WIMBLEDON MOTORS, L.T.D.**  
194-210 MERTON ROAD, S.W.19.  
Phone, Lib 1162.  
COMMERCIAL, KARRIER AREA DEALERS.  
IMMEDIATE and early deliveries of all models.  
1958 FORD 7-cwt. van, one private owner, excellent condition. 923-202



## Used Goods Vehicles (contd.)

**HARRY DANDO.**  
VAUXHALL AND BEDFORD MAIN DEALERS.  
WEST END GARAGE.  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).

**YORK** trailers. Full range nearly always in stock.  
20-ton tandem axle up to 27 ft.  
**THADE** for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

**NEW VEHICLES.**  
**A.E.C.** Marshal long-wheelbase 6-wheeler chassis and cab only. £1,558.  
**A.E.C.** Mercury Mark II long-wheelbase chassis and cab, air brakes, on 10.00 x 20 14-ply tyres. £2,615.  
**A.E.C.** -Mustang twin-steer chassis and cab, air brakes, on 10.00 x 20 14-ply tyres. £3,095.  
**A.E.C.** Mammoth Major 8-wheeler 17-ft. 43-in. wheelbase chassis and cab, 9.6-hp engine, air brakes, 9.00 x 20 12-ply tyres. £4,155.  
**BEFORD** 10-ton KFAI tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres. £1,345 lvs.  
**BEFORD** 7-ton KGLC8 long-wheelbase 167-in. chassis and cab, on 9.00 x 20 12-ply tyres, 2-speed, 5-speed, £1,795 2s.  
**BEFORD** Comet engine, KGTC8, rigid 6-wheeler, York third axle, 9.00 x 20 12-ply tyres all round, 2-speed 5-speed front-ram tipping gear and wood drop-side body. £2,816 7s.  
**BEFORD** KGA8 12-ton tractor unit, 350 engine, air brakes, 2-speed rear axle, 5-speed gearbox, 9.00 x 20 12-ply tyres. £1,084 lvs.  
**LEYLAND** Super Comet, 400 engine, 10.00 x 20 14-ply tyres, heater and demister, fitted with up-to-the-minute 5-compartment Bulker body, improved high-capacity blowers, heavy-duty p.t.o., air silencer, all extras for bulk delivery including two quick-release 10-ft. hoses, 14.276 complete in primer.  
**YORK** DW2 12-ton 25-ft. vacuum-brake semi-trailer, 2-ft. headboard. £881 14s.  
**YORK** IWAZA 26-ft. tandem-axle semi-trailer, air brakes, 9.00 x 20 10-ply tyres 24-ft. headboard, 2-speed and gear. £1,810 11s.  
**HANDS** 30-ton 20-ft. in-the-well low-loader with 14 Thompson 4-in. winch. £2,197.  
**LAND ROVER**, 88 in., petrol. £674 12s.  
**LEYLAND** Beaver, 12-ft. 6-in. wheelbase tractor unit, double reduction axle, 600 engine, 10.00 x 20 14-ply tyres, air and vacuum brakes, complete with 30-ton Hands low-loading trailer. £5,100. Will split.

**LONG WHEELBASE.**  
**B.M.C.** 1957 diesel rigid 6-wheeler, platform body, good condition throughout. £750.  
**BRISTOL** 1953 8-wheeler, long wheelbase, platform, £725.  
**BEFORD** 1955 3-ton petrol boxvan, mainly aluminium bodywork, in exceptionally good condition throughout. £250.  
**BEFORD** 1955 5-ton petrol boxvan, tailboard and double doors. £250.  
**SENTINEL** 1955 2-ton trailing-axle 6-wheeler, fitted with Gardner 51W vertical in the cab, missing prop. shaft, cheap to clear. £250.  
**MAUDSLAY** 1951 8-wheeler, long wheelbase, 24-ft. platform body, £560.

**TIPPERS.**  
**LEYLAND** Comet 1957 double-drive 6-wheeler (standard new), twin front ram tipping gear and large capacity aluminium body, good condition throughout, tyres poor. £800.  
**THAMES** Trader, 6-yd. steel body, 9.00 x 20 tyres, latest type braking, this vehicle is absolutely as new, registered but has never carried a load. £1,375.  
**A.E.C.** Mammoth Major 8-wheeler, 1954, 9.6 engine, recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body. £2,500.  
**A.E.C.** Mammoth Major 8-wheeler, December, 1955, 9.6 engine, double drive, wood-body tipper, in exceptionally good condition throughout. £2,150.  
**LEYLAND** Comet EC02-48 1957 normal-control long-wheelbase tipper, Pilot twin-ram gear and wood drop-side body, in good condition throughout. £1,100.  
**A.E.C.** gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work. £1,600.  
**E.R.F.** 1949, 4LW Gardner, standard wood-body tipper, very careful operator. £750.  
**BEFORD** 1955 A-type tipper, chassis and cab only, petrol engine. £125.  
**BEFORD** 1955 A-type 5-ton P6 standard wood-body tipper. £400.  
**A.E.C.** 1951 Mammoth Major double-drive aluminium tipping body with detachable extensions to sides ideal for bulk coal, in exceptionally good condition throughout. £1,600.  
**BEFORD** 1957 R6 S-type standard steel U-shaped body, well tyre. £375.

**TRAILERS AND ARTICULATED.**  
**BEFORD**, 1958 (November), 10-ton tractor unit, Comet engine, S.A.E. coupling. This vehicle was recently fitted with a new rear axle and has been well maintained from new. Complete with S.A.E. coupling, 22-ft. 8-in. platform trailer, all good tyres. £750.  
**BEFORD** 1957 10-ton tractor unit, R6, 5-speed gear box, Eaton 2-speed axle, S.A.E. coupling, this vehicle has been well maintained and is in exceptionally good condition throughout. £500.  
**LEYLAND** Beaver 1950 tractor unit fitted with S.A.E. fifth-wheel coupling, vacuum brakes, good condition throughout. £650. We can offer this tractor unit complete with either single- and double-axle platform trailer, or new 10-ton trailer, S.A.E. or Tasker coupling prices on application.  
**DODGE** 1954 P6 tractor unit, 2-speed axle. £200.  
**BEFORD** 1957 R6, 2-speed axle, tractor unit, in outstanding condition, complete with S.A.E. coupling and Carimor 23-ft. platform trailer with boxvan removable body. £700.  
**BEFORD** 1952 R6 diesel Dyson 10-ton semi-low loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout. £600, would split.

(Continued in next column)

## Used Goods Vehicles (contd.)

**E.R.F.**, 1946, Gardner 51W tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axle platform trailer. £875.  
**DYSON** 8-ton independent trailer, drop-side, air brakes, choice of two, these trailers are practically unused. £650 each.  
**B.M.C.**, 1957, tractor unit, B.M.C. diesel engine, fitted with S.A.E. coupling, vacuum brakes. £250.  
**BEFORD-SCAMMELL**, 1956, R6 diesel, complete with 23-ft. 8-ton Scammell platform trailer. £375.

**CRANES.**  
**NEW** Coley 10-ton Regn diesel-electric 40-ft. cantilever jib mounted on a 1953 Foden double-drive 8-wheel chassis and cab, £7,750 complete.  
**RAPIER** 3-ton pneumatic tyres non-slewing yard crane, full crawler action steering gear wheels. £600.

**HARRY DANDO.**  
VAUXHALL MAIN DEALERS.  
WEST END GARAGE.  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines). 923-56

**THOMAS S. WHITNEY AND CO. LTD.**  
MAIN FORD DEALERS.  
279-283 SCOTLAND ROAD, LIVERPOOL, 5.  
Phone, North 3152 (10 lines).

**1959**, October, BEDFORD 6-ton 300 diesel engine, medium-wheelbase steel body tipper. £650.  
**1958**, December, Trader 5-ton 4-cylinder diesel crane, long-wheelbase drop-side truck. £600.  
**1957**, September, BEDFORD 7-ton 300 diesel engine, platform truck. £550.  
**1956**, B.M.C. 7-ton, diesel engine, long-wheelbase platform truck. £325.  
**1956**, March, LEYLAND Comet 7-ton diesel engine twin ram tipper, long wheelbase. £750.  
**1956**, November, BEDFORD 7-ton 6-cylinder Perkins, high-side wood body tipper. £375.  
**1955**, October, BEDFORD 5-ton 6-cylinder Perkins medium wheelbase wood body tipper. £250.  
**1954**, September, BEDFORD 5-ton 6-cylinder Perkins, long-wheelbase alloy drop-side truck. £175.  
**1954**, December, B.M.C. 5-ton diesel engine, long-wheelbase drop-side truck. £225.  
**1954**, November, LEYLAND Comet 7-ton diesel engine, long-wheelbase wood body twin-ram tipper. £400.  
**1953**, March, FORD Thames 4-ton Perkins diesel, long-wheelbase platform, special cab. £200.  
**1953**, July, BEDFORD 5-ton petrol engine, long-wheelbase wood body tipper. £150.  
**1951**, October, ALBION 3-ton petrol engine van. £125.  
**NEW** Thames Traders all models in stock including heavy-duty six-wheel tipping chassis. 923-7

**W. HAROLD PERRY LTD.**  
STATION BRIDGE,  
WEALDSTONE, MIDDLESEX.

**1959** Thames 5-ton long-wheelbase milk-float truck. £405.  
**1955** Thames 3-ton Luton van. £475.  
**1953** Thames 4-ton P6 4-cu.-yd. tipper. £235.  
**1954** 4-ton P6 long-wheelbase truck. £275.  
**1957** Trader 5-ton 6D long-wheelbase truck. £485.  
**1951** AUSTIN 900-cu.-ft. diesel Luton van. £325.  
**1956** Thames 4-ton tipper. £325.  
**1956** DODGE 5-ton tipper. £295.  
**1956** DODGE 5-ton tipper. £295.  
**1956** Thames 6-cu.-yd. tipper. £430.

**HARROW 1031.**  
OPEN UNTIL  
7 P.M. MONDAYS TO FRIDAYS,  
AND TO  
5.30 P.M. SATURDAYS. 923-43

**A. E. CONNORTON, LTD.**  
AUTHORIZED FORD AGENTS.

**NEW FORD** Trader 6D, Baco extension chassis, fitted with 1,500-cu.-ft. Luton body.  
**1960** FODEN, fitted drop-side Tasker twin-axle trailer air brakes, 12-speed gearbox, C licence, one owner.  
**1957** Foden 6-wheeler 22-ft. drop-side body air brakes 10.00 x 20 tyres, 12-speed gearbox, one owner, C licence, very clean.  
**1950** FODEN 6-wheeler, 61W double drive, platform body, 9.00 x 20 tyres £500.  
**1956** THORN CROFT 8-ton 20-ft. truck body, 8.25 x 20 tyres, one owner, C licence. £275.  
**1952** BEDFORD 7-ton Scammell unit, petrol £330.  
**1959** B.M.C. 7-ton diesel, Scammell unit, C licence. £550.  
**1954** DODGE 2-ton van. £150.  
**1950** FODEN FG 8-wheelers, double drive, one owner choice of three. £550 each.  
**FODEN** FG 7-ton 4LW. £250.  
**1951** LEYLAND Comets, diesel choice of five. £175 each.  
**HIRE-PURCHASE** arranged.

**CONNORTON**, 328 Brixton Rd., S.W.9 Brixton 7962, Sanderstead 1777. 923-77

## Used Goods Vehicles (contd.)

**GARLICK, BURRELL AND EDWARDS, LTD.**  
188 REGENT ROAD,  
LIVERPOOL, 20.

**BEDFORD.** **BEDFORD**  
WE OFFER THE FOLLOWING QUALITY USED  
VEHICLES, SUBJECT TO BEING UNSOLD—  
**TRACTOR UNITS.**

**1960** BEDFORD 8-ton diesel Scammell tractor unit.  
**1957** BEDFORD 8-ton Scammell 300-cu.-in. diesel tractor unit, excellent tyres, £295; choice of three.  
**1955** ATKINSON, 4LW Gardner engine, Scammell attachment.  
**1956** (Model) E.R.F. Scammell tractor, 2-speed axle, 4LW excellent. £475.

**TIPPERS.**  
**1959** BEDFORD 5-ton J-type twin-ram tipper, 12-ft. 6-in. tipping body, quality tested. £695.  
**1959** BEDFORD 5-ton normal-control, single-ram tipper, wooden fixed-side body, 21LN Edre (tronic gear, 13.5 mileage, in excellent condition. £695.  
**1955** BEDFORD 7-ton long-wheelbase twin-ram tipper, 14-ft. 6-in. body, R6, £350.

**6-WHEELERS.**  
**1957** BEDFORD Comet engine, long-wheelbase Boys 6-wheeler, 9.00 x 20 12-ply tyres, in excellent condition throughout. £725.

**TRUCKS.**  
**1957** BEDFORD 3-ton 300-cu.-in. diesel truck, fitted Baco extension providing 22-ft. double-drop-side bodies, choice of two, fitted heaters.  
**1959** BEDFORD 5-ton long-wheelbase platform truck. £675.  
**1958** BEDFORD 5-ton diesel 14-ft. drop-side truck. £485.  
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**1955** GUY Otter 6-tonner, fitted with Gardner 4LK engine, drop-side body, very economical.  
**1955** B.M.C. 3-ton diesel, fitted with large van body, one C licence owner.  
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**1954** SEDDON diesel Mk. 5/L, fitted with platform body, in good condition throughout.  
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**MORRIS** prime mover, 1954, fitted with diesel engine and Tasker coupling.  
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**LEYLAND CS3/12K** tipper chassis and cab at list price.  
**LEYLAND CS3/4R** tractor, complete with Scammell coupling, at list price.  
**SEDDON Mk. 5/5/10** tipper, complete with Leyland engine, Eaton axle and 9.00 x 20 tyres, at list price.  
**SEDDON Mk. 5/5/10 20-ft.** treble-drop-side truck with Leyland engine, 6-speed gearbox and 8.25 tyres, at list price.  
**DODGE 3165B/15-ft.** 6-in. tipper with Leyland engine, Eaton axle, 9.00 x 20 tyres and cab heater, etc., at list price.  
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**1955 DODGE 146AR** standard long-wheelbase drop-side truck, Eaton 3-speed axle, 9.00 x 20 tyres, one owner from new, £375.  
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**1957 BEDFORD S** type, Leyland Comet 0350 engine, choice of three.  
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**1958 DODGE** Kew 7-ton platform, P6 engine, choice of two.  
**1958 ATKINSON** 8-wheeler long-wheelbase platform, 6LW engine.  
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**COMMER TS3** 1956 platform lorry, 18 ft. long, reconditioned engine and new braking system 10,000 miles, good tyres, cheap at £450.  
**COMMER TS3** platform lorries, 18 ft., good tyres, excellent condition, choice of two, 1957, at £550; 1958 at £650.  
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**GOOD SELECTION OF VANS AND PICK-UPS.**  
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**1959 LEYLAND Super Comet** long-wheelbase, good order throughout.

**1958 ALBION FT37CL**, 6-speed gearbox, good order throughout.  
**1958 ALBION Clydesdale**, 21-ft. platform body, perfect order.

**1958 BEDFORD**, Leyland Comet engine, immaculate condition throughout.  
**1956 ALBION Reiver** 6-wheeler, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.

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**1956 AUSTIN B.M.C.** 7-ton 2-speed axle, power steering.

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**1955 BEDFORD R6** 10-ton tractor, Scammell coupling.  
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**1948 A.E.C. Matador**, 9.6 unit, 18-ft. platform lorry.

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**A.E.C.** 7.7 from £50 each. Leyland 7.4 complete from £45 each.

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**1952 A.E.C. Monarch** long-wheelbase drop-side.

**1957 ALBION Reiver** long-wheelbase drop-side, Leyland engine.

**1956 BEDFORD 5-ton** diesel long-wheelbase tipper.

**1956 BEDFORD 7-ton** diesel long-wheelbase tipper.

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**NEW** vehicles in stock for immediate delivery.

**ONE FORD** Trader, long-wheelbase tipping vehicle.

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**B.M.C.** 1959, 6-wheeler long-wheelbase alloy body tipping vehicle.

**FORD** Trader, 1960, long-wheelbase drop-side vehicle, 7-ton.

**FORD** Trader, 1958, long-wheelbase drop-side vehicle, 7-ton.

**FORD** Trader, 1958, long-wheelbase platform vehicle, 7-ton.

**FORD** Thames, 1956, long-wheelbase drop-side vehicle, P6 engine.

**BEDFORD**, 1957, long-wheelbase drop-side vehicle, 300 engine.

**DODGE**, 1958, N.C., long-wheelbase tipping vehicle, Leyland engine.

**DODGE**, 1956, long-wheelbase tipping vehicle, R6 engine.

**ALBION**, 1955, Clydesdale long-wheelbase platform vehicle.

**GUY**, 1957, Warrior long-wheelbase drop-side vehicle.

**443 HANDSWORTH ROAD,**

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**COMBERHILL MOTORS, LTD.**  
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**IMMEDIATE** delivery of 50 brand-new Morris-B.M.C., Mercedes-Benz, Commer and Atkinson 564-4, 6- and 8-wheeler Milshaw and autolife alloy tippers for bulk coal-oke or grain transport.  
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**REASONABLE** delivery of—

**NEW ATKINSON L1786X** (Gardner 6LX 150 h.p.) 17-ton 8-wheeler Milshaw 23-ft. alloy tipper, 40 x 8.

**NEW ATKINSON T1265T** (Gardner 5LW) 12-ton light-weight 6-wheeler Milshaw 18-ft. alloy tipper, unfladen weight 61 tons.

**NEW ATKINSON T746X** (Gardner 6LX 150 h.p.) 4-wheeler tractor, fifth-wheel coupler.

**1960 ATKINSON L1786N** (Gardner 6LX engine) 17-ton 8-wheeler double-drive 22-ft. platform.

**1960 MORRIS (B.M.C. 5.1-litre)** 7-ton 4-wheeler Milshaw 15-ft. alloy tippers, choice of six.

**1959 ATKINSON L1786N** (Gardner 6LX) 17-ton 8-wheeler Milshaw 23-ft. alloy tipper.

**1959 ATKINSON T746A** (Gardner 6LX) 4-wheeler tractor, air brakes, fifth wheel.

**1959 ALBION Caledonian** (Leyland 9.8-litre) 17-ton 8-wheeler Pilot 20-ft. Homalloy tipper.

**1959 ALBION Clydesdale** (Leyland Comet diesel) 6-9-ton 4-wheeler Milshaw 14-ft. alloy tipper.

**1959 THORNYCROFT** Trusty 17-ton 8-wheeler 25-ft. alloy dropside, air brakes, 40 x 8.

**1959 ATKINSON S644LW** (Gardner 4LW) 8-10-ton 4-wheeler Edbro 12-ft. alloy tipper.

**1959 58 ATKINSON M644LW** (Gardner 4LW) 8-10-ton Milshaw 15-ft. alloy tippers.

**1959 ATKINSON L1786N** (Gardner 6LW) 17-ton 8-wheeler 24-ft. drop-side, mileage 40,000.

**1959 BEDFORD S5T1** and **J6** (Bedford diesel) 7-ton 4-wheeler steel tippers, choice of two.

**1959 MORRIS (B.M.C. 5.1-litre)** 4-wheeler 120-in.-wheelbase tractor, fifth-wheel coupler.

**1959 58 MORRIS (B.M.C. 5.1-litre)** 7-ton 4-wheeler 150-in. tipper 15-ft. body, choice two.

**1958 ATKINSON M646LA** (A.E.C. 7.75-litre) 8-10-ton 4-wheeler, Milshaw 15-ft. alloy tipper.

**1957 A.E.C. Mercury** Mark II (7.75-litre) 8-10-ton 4-wheeler 21-ft. platform, 40 x 8.

**1956 ALBION Reiver** 6-wheeler double-drive 22-ft. platform truck, Michelin C20; choice two.

**1955 FODEN FG6-15** (Gardner 6LW) 8-wheeler double-drive Milshaw twin-ram 25-ft. tipper.

**1955 LEYLAND Octopus** (600 9.8-litre) 8-wheeler double-drive Pilot 22-ft. tipper.

**1951 LEYLAND Octopus** (600 9.8-litre) 8-wheeler double-drive chassis-cab, £545.

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**THAMES 4D** truck, 1955, excellent condition, repainted, body length 19 ft. (chassis extension), ready for work, £210.

**DODGE 5-ton** tipper, diesel engine, timber body, painted black, in first-class order, £245.

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**THAMES 3-ton** long-wheelbase 4D truck, one owner, exceptionally clean and in excellent mechanical condition, choice of three, £165.

**TRADER 7-ton** long-wheelbase truck, 6-cylinder diesel, guaranteed low mileage, heavy-duty, £695.

**TRADER 7-ton** tipper, 1959, 6-cu.-yd. steel body, repainted as new, speedo 33,000 miles, £675.

**LEYLAND Comet** long-wheelbase twin ram tipper, 1959, 2-speed axle, timber body, repainted 16-ft. 3-in. long, speedo 36,000 miles, very good condition in every respect, £675.

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**NEW COMMER** personnel carrier, red.

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**NEW AUSTIN 15-cwt.** Omnivan, primer.

**1959 FORD 15-cwt.** large-capacity Luton van.

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**THAMES** Trader 6D long-wheelbase container-type cattle truck, also 7-ton 6D 160-in.-wheelbase double drop-side truck.

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- NEW A.E.C. 8-wheel chassis and cab, 11.3, fitted 40 x 9 tyres.
- NEW A.E.C. 9.6 double-drive chassis and cab, 10.00 x 20 tyres.
- NEW A.E.C. Mustang twin steer.
- NEW A.E.C. Mercury, 17-ft. 3-in. wheelbase.
- NEW A.E.C. 11-ft. 6-in. wheelbase chassis and cab or complete tipper.
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- NEW ALBION Reiver double-drive 25AT tipping chassis.
- NEW ALBION Chieftains long-wheelbase chassis and cab.
- NEW ALBION Chieftain medium-wheelbase tippers, fitted double ram gear and 16-ft. alloy coal transporter bodies.
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- NEW BEDFORD TK long-wheelbase 7-tonner.
- NEW FORD Trader, 160-in. wheelbase.
- NEW FORD Trader 7½-ton, Edbro tipping gear, 9.00 x 20 tyres.
- NEW LEYLAND Comet, long wheelbase, hub reduction.

### NEW TRACTORS.

- NEW BEDFORD TK tractor, fifth-wheel coupling, Leyland Comet engine condition.
- NEW E.R.F. tractor, LX.
- NEW FORD Trader tractor, fifth-wheel coupling.
- NEW LEYLAND Comet tractor, Scammell coupling.

### USED TIPPERS.

- 1960 FORD Traders 8-wheelers, fitted with Boys extension, 9.00 x 20 tyres double ram gears, 20-ft. bodies, immaculate, choice of three.
- NOVEMBER, 1960, DODGE medium-wheelbase double ram tipper, Leyland Comet engine, 9.00 x 20 tyres, double-drop-side body, 15 ft. 6 in. long, as new.
- LATE 1960 B.M.C., 9.00 x 20 tyres, double ram gears, 15-ft. alloy bodies, power steering, 2-speed axles, choice of three.
- NOVEMBER, 1960, FORD Trader, fitted with fixed-side alloy body, coal transporter, immaculate.
- 1958 A.E.C. Mark II, air brakes, 14.00 x 20 tyres, double ram gears, 16-ft. 6-in. alloy fixed-side bodies, coal transporters, choice of two.
- NOVEMBER, 1958, COMMER TS1, 2-speed axles, 9.00 x 20 tyres, 15-ft. 6-in. alloy bodies, double ram gears, immaculate, choice of two.
- 1956 BEDFORD, long wheelbase, petrol, drop-sided body, immaculate condition.
- 1955 BEDFORD A-type, Perkins P6, short wheelbase, choice of two, £225 each.
- 1955 THORNCRUFT long-wheelbase tipper, alloy body, £300.
- 1958 ATKINSON tipper, double ram gear, 4LW, 5-speed box, 15-ft. 6-in. alloy body, immaculate.

### USED 6-WHEELERS.

- 1957 ALBION 6-wheelers, Leyland engine, double drive, choice of two.

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- 1957 ATKINSON 6LW 24-ft. 6-in. flat platform body, double drive, immaculate condition.
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- 1957 A.E.C. 9.6 double-drive, 24-ft. flat, immaculate condition.
- 1956 LEYLANDS, 600 engine, double drive, 24-ft. flats, immaculate condition, choice of three.
- 1952 ALBION HD 6LW, choice of two.
- 1950 LEYLANDS, 600 engine, double drive, 24-ft. flats, immaculate condition, choice of three.
- 1945 SCAMMELL 6LW, 24-ft. flats, cheap to clear, choice of three.

### USED TRACTORS.

- 1960 FORD Trader, fifth-wheel coupling.
- 1958 ATKINSON 6LW, fitted with York 27-ft. 6-in. drop-sided double-bowled trailer.
- 1958 BEDFORD-SCAMMELL, fitted Leyland Comet engine, 2-speed axle, choice of three.
- 1958 GUY, fitted with 4LW, 2-speed axles, Scammell coupling, choice of 12.
- 1954 LEYLAND Comet 90, fitted with fifth-wheel coupling.
- 1953 LEYLAND Comet 90, fitted Scammell coupling, £375.

### USED TRAILERS.

- SCAMMELL 12-ton trailers, 9.00 x 20 tyres, 25-ft. long, choice of 12, £350 each.
- 12-TON trailers, fifth-wheel coupling, 24-ft. long, choice of three.
- CHOICE of a number of four-wheel trailers, 3 ton to 8 ton.

### USED 4-WHEELERS.

- LATE 1960 FORD Traders, Balco extension, 9.00 x 20 tyres, power steering, 21 ft. 6 in. long, choice of two.
- LATE 1959 COMMER TS1, 18-ft. flats, alloy frame bodies, immaculate condition, choice of two.
- 1958 A.E.C. Mercury Mark II, 20-ft. flat, £1,200.
- 1957 COMMER TS3 drop-sided lorry, immaculate condition, choice of two.
- 1957 ATKINSON SLW, 20-ft. flat, £850.
- 1954 A.E.C. Monarchs, 20-ft. flats, choice of four.

(Continued in next column)

## Used Goods Vehicles (contd.)

- 1954 E.R.F. twin steer fitted SLW.
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- CHOICE of 10 1954-57 ALBION Chieftains, Bedford and Ford Traders.

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- 1960 A.E.C. Mark II, fitted latest type 4½-cu.-yd. Ransome and Rapier direct drive concrete mixer, demonstrator, 600 miles only.
- SCAMMELL 6-wheel, fitted Ransome and Rapier crane, will lift 10 ton.
- SPARES for all types of commercial vehicles, engines, gearboxes, back axles.
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### FORD AND SLATER (LINCS), LTD.

MACAULAY STREET, GRIMSBY.

- LEYLAND. ALBION. SCAMMELL.
- 1957 BEDFORD, long wheelbase, drop-sided body.
- 1956 B.M.C., long wheelbase, drop-sided body
- 1951 AUSTIN tipper.
- 1956 BEDFORD A-type tractor, Scammell coupling, complete with semi-trailer, fair condition throughout £300
- 1954 BEDFORD S type, platform (alloy) body
- 1951 KARRIER Bantam, platform body choice of two.
- SEVERAL 1954 BEDFORD A-type normal-control long-wheelbase tippers, good mechanical condition, £135 to £155 each.

### FORD AND SLATER (LINCS), LTD.

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- 1958 FORD 4D 3-ton boxvan, body inside measurements 14 ft. 6 in. by 7 ft. by 5 ft. 3 in., with rear roller-shutter door, freshly painted blue, £495.
- 1954 ATKINSON 7-ton tipper, Pilot twin-ram under-axle, body dimensions 15 ft. 6 in. by 7 ft. by 3 ft., £550.
- 1959 B.M.C. 7-ton tipper with drop-side steel body, 12 ft. 6 in. by 7 ft. by 2 ft. 6 in., with extension 1 ft., Pilot twin-ram underbody gear, 900 x 12-ply tyres, Eaton 2-speed rear axle, top-quality used vehicle, £950.
- 1956 B.M.C. 7-ton tipper, Pilot twin-ram underbody gear, excellent 900 x 20 tyres, Eaton 2-speed rear axle, fixed-side body 12 ft. 6 in. by 7 ft. by 3 ft. 6 in., £650.
- 1956 B.M.C. 7-ton flat-platform lorry, Eaton 2-speed rear axle, very fresh, £625.

### PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

### NEW IMMEDIATE DELIVERY.

- 7-TON COMMER 13-ft. 6-in. wheelbase chassis-cab, 9.00 x 20 tyres, 5-speed gearboxes and air brakes.
- COMMER tractor with Scammell couplings.
- COMMER 30-cwt. van.
- 1959 Thames 7-ton Hande G-type coupling, £995.
- 1959 COMMER TS3 long-wheelbase drop-side truck, air brakes, good tyres.
- 1955 ALBION Chieftain flat platform.
- 1953 FORD E17 tractor unit, Scammell coupling, new P6 engine recently fitted, etc.

91 COWLEY ROAD,

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After hours, Iver 561 or Beaconsfield 1081.

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- 1958 FORD Trader 1,000-cu.-ft. Luton van, good condition, £525 cash.
- 1958 FORD 6D 5-cu.-yd. tipper, 2-speed axle, good tyres, choice of several, £475.
- 1959 MORRIS J2 boxvan, painted black, good condition, one owner, £250.

923-334

## Used Goods Vehicles (contd.)

PRICE'S (EARL SHILTON), LTD.

DISTRIBUTORS OF ATKINSON, SEDDON, COMMERCIAL VEHICLES, YORK SEMI-TRAILER AND THIRD AXLE.

### REASONABLE DELIVERY CAN BE OFFERED.

- NEW ATKINSON 6LX tractor unit, air brakes.
- NEW ATKINSON 8-wheeler chassis and cab, air brakes
- NEW SEDDON 8-wheeler chassis and cab, LX engine

### EX-STOCK.

- NEW FORD Trader "75" 160-in. wheelbase chassis and cab.
- NEW AUSTIN 11-seater P.S.V. Minicoach, M.O.T. cert.
- NEW COMMER Cob van choice of two.
- GARDNER 6LX 150 b.h.p. engine, Gyr tractor, 1960, fitted 6-speed Gear Steed double reduction rear axle, air brakes, flashers, heater, trailer brake control in cab, 10.00 x 20 12-ply tyres, auto lubrication, fifth-wheel coupling, £2,250.
- YORK 20-ton T.W.S. semi-trailer 27-ft. with headboard, but offered at special price with or separate.
- 1959 ATKINSON 8-wheeler, 6LW Gardner engine, Brown box, late type fibre glass cab, 24-ft. platform, choice of two, from £1,750.
- 1952 ATKINSON models L.744, fitted double and treble drop-side bodies, one C licence owner from new, choice of three.
- YORK 12-ton D.W.2 semi-trailer, 26 ft. long, 9.00 x 20 12-ply tyres.
- COMMER 1960, 6-wheeler tipper, one owner.
- DODGE 1960, 6-wheeler tipper, one owner.
- FORD 5-cwt. vans, choice several, £185.
- AUSTIN, 1959, A35 van, grey, heater, one owner.

DEALERS FOR: FORD, AUSTIN, DODGE, COMMER, KARRIER AND LAND ROVER.

PRICE'S (EARL SHILTON), LTD.

NEW STREET, EARL SHILTON,

LEICESTER.

Phone, Earl Shilton 3521-2-3, 923-533

### PETERBOROUGH ENGINEERING CO., LTD.

- 1960 September, DODGE 3123AP tractor with 25-ft. and well, York DW2 12-ton platform trailer, very clean and well used, £1,550.
- 1960 DODGE 3126AP 18-ft. drop-side truck, very clean, £550.
- 1958 BEDFORD 303 long-wheelbase drop-side, one owner, very good condition, £650.
- 1957 COMMER TS1 13-ft. 6-in. wheelbase platform truck, one owner, clean, £650.
- 1957 COMMER TS3 long-wheelbase tipper, in good condition, £650.
- 1956 DODGE 144AR6 tractor unit, fifth-wheel control, air-hydraulic brakes, £425.
- 1956 DODGE diesel platform with 18-ft. cattle container, one owner, £525.
- 1956 DODGE 109AP6 drop-side truck, £265.
- 1956 SEDDON P6 long-wheelbase drop-side truck, clean and sound, £325.
- 1955 Mercury Mk 1 light alloy platform, £650.
- 1953 DENNIS Stork 'panthecon', 950-cu.-ft. capacity, diesel, clean, £135.
- 1953 LEYLAND Sicer, 22-ft. platform, good tyres, latest-type cab, £525.
- 1948 LEYLAND Beaver long-wheelbase tipper, latest type cab, £550.

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PETERBOROUGH.

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BRITAIN'S FIRST FORD DEALER.

EARLY DELIVERY OF THAMES AND TRADERS.

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- 1957 BEDFORD 300-cu.-in. 5-ton diesel drop-side truck (2 tons 17 cwt. 9 lb.), £490.
- 1957 COMMER TS3 7-ton platform truck, 20-ft. body, £440.
- 1956 COMMER TS3 alloy platform body, £425.
- 1956 DODGE 5-ton 5-cu.-yd. tipper, £325.

PERCY HENDY, LTD.,

VINCENTS WALK, SOUTHAMPTON 28331.

THAMES HOUSE, CHANDLERS FORD 2271.

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### L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS,

PERKINS DIESEL SIGNHOLDERS.

- 1959 Thames Trader tipper, 8-cu.-yd. drop-side body, very good condition, £625.
- 1958 Forward-control 8-ton DODGE truck, Leyland engine, 2-speed axle, air brakes, £995.
- 1958 DODGE normal-control 7-ton chassis and cab, Leyland engine, very good condition.
- 1958 DODGE diesel 6-ton double-drop-side truck, £405.
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439



Used Goods Vehicles (contd.)

**BEECH'S GARAGE (HANLEY), LTD.**  
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

**NEW B.M.C.** 7-ton 150-in.-wheelbase chassis and cab, in stock, immediate delivery.

**NEW York 4-in-line 27-ft.** platform trailer with dual brakes, air and vacuum, in stock, immediate delivery.

**1960 B.M.C.** 7-tonner, 17-ft. drop-sided body, 2-speed axle, power steering, in excellent condition.

**1961 B.M.C.** 7-tonner twin-ram tipper, 15-ft. by 6-ft. fixed-sided body, 5-speed gearbox, power steering, 9.00 x 20 tyres, equal to new.

**1959 FODEN 8-wheeler,** Gardner 6LW engine, 24-ft. drop-sided body, single-drive axle, 9.00 x 24 tyres, in excellent condition.

**A.E.C.** Matador 4 x 4, ex M.O.S., in excellent condition.

**1959 FORD 7-ton boxvan,** inside measurement 20 ft. by 7 ft. 6 in., high by 7 ft. 6 in., wide 9.00 x 20 tyres, in first-class condition.

**1955 E.R.F.** Model 4-4G, Gardner 4LW engine, 2-speed axle, 20-ft. drop-sided body, 9.00 x 20 tyres, new cab, in very good condition.

**1958 E.R.F.** 6-tonner, independent 16-ft. platform trailer, air pressure brakes, 40 x 8 tyres, in excellent condition.

**1954 E.R.F.** 8-wheeler, 24-ft. drop-sided body, Gardner 6LW engine, 9.00 x 20 tyres, double drive axle, in very good condition.

**1959 FORD 6-wheeler** County conversion, 2-speed rear axle, 22-ft. drop-sided body, 9.00 x 20 tyres, in excellent condition.

**1959 A.E.C.** 8-wheeler, double-drive axles, 11.3-litre engine, 24-ft. platform body, 40 x 8 tyres, double chassis lubrication, in very good condition.

**1957 ATKINSON 8-wheeler,** double-drive axles, 24-ft. platform body, 40 x 8 tyres, A.E.C. 11.3-litre engine in very good condition.

**1952 E.R.F.** 6-tonner, Gardner 4LW engine, 16-ft. drop-sided body, 7.50 x 20 tyres, in good condition.

**NEW Scammell 25-ft.** 12-ton trailer, fitted 3-piece drop-sided body, immediate delivery.

**BEECH'S GARAGE (HANLEY), LTD.**  
LEEK ROAD, HANLEY, STOKE-ON-TRENT,  
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**BENTLEY BROS. (SHEFFIELD), LTD.**  
PAUXHALL AND BEDFORD MAIN DEALER.  
THE WICKER, SHEFFIELD, 3.  
Phone 29281.

**1960 BEDFORD 4-ton 200-cu.-in. diesel,** long wheelbase, painted plain blue, 6,000 miles only, absolutely as new, heater, winking indicators, ex Vauxhall Motors demonstrator, £795.

**1960 Model BEDFORD 5-ton normal control,** 300-cu.-in. diesel engine, 16-ft. platform body, one fastidious owner from new.

**1958 BEDFORD 7-ton forward-control long-wheelbase drop-side truck,** all tyres in good condition, this vehicle has been used by one local owner on fruit haulage, £595.

**1958 ALBION Chieftain,** 16-ft. platform body, alloy framed wood floor, 5-speed gearbox, a quality vehicle at an extremely low price, £725.

**1954 BEDFORD 5-ton long-wheelbase drop-side truck,** petrol engine, this vehicle has only covered a genuine 41,000 miles, £200.

**A Full range of new BEDFORD TK and J model trucks in stock.** Also Bedford vans and conversions. 923-229

**CON'S MOTORS (HILL TOP), LTD.**

**1958 B.M.C.** 7-ton long-wheelbase truck, 2-speed axle, power steering, £725.

**1959 MORRIS 4-wheel-drive scow-end tipper,** diesel engine, £825.

**1951 LEYLAND Octopus 8-wheeler 600 engine,** double drive, £500.

**1952 E.R.F.** 8-ton long-wheelbase truck, 4LW Gardner engine, £550.

**1959 BEDFORD 15-cwt. van,** long wheelbase, £275.

**1956 COMMER TS3 long-wheelbase truck,** £300.

**1956 AUSTIN 3-ton forward-control long-wheelbase,** new engine recently fitted, £275.

**1954 BEDFORD 5-ton long-wheelbase tipper,** petrol, new body, £275.

**1960 AUSTIN B.M.C.** 7-ton short-wheelbase tipper, 22,000 miles, £775.

TERMS AND EXCHANGES ARRANGED.  
**CON'S MOTORS (HILL TOP), LTD.**  
127 HILL TOP, WEST BROMWICH.  
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TOTTENHAM LANE,  
HORNSEY, N.8.  
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BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

**1954 AUSTIN 5-ton forward-control platform,** fitted with ACL and Perkins P6 diesel, in excellent condition, including tyres, £145.

**1957 BEDFORD long-wheelbase platform** with Bedford 300 diesel, in immaculate condition, including tyres, £255.

**1960 BEDFORD CAS 10-12-cwt. van,** £350.

**1958 BEDFORD CAS 15-cwt. van,** in very good condition, £235.

**1958 AUSTIN A55 van,** in tip-top condition, £295.

**1959 FORD Thames 10-12-cwt. van** with side entrance, excellent order, £295.

**NEW TK and J BEDFORDS** also in stock. Phone, Mountview 3451. 923-260

A40

Used Goods Vehicles (contd.)

**HENRY EATON, LTD.**

**1954 December, ALBION Chieftain double-deck** cattle truck, container body, £585.

**ATKINSON 7-ton short-wheelbase hydraulic tipper,** Gardner engine, £245.

**1958 October, BEDFORD 7-ton long-wheelbase drop-side truck,** 2-speed axle, Bedford 300 diesel engine, £495.

**1954 BEDFORD diesel 7-ton chassis-cab,** £175.

**1958 BEDFORD 6-ton long-wheelbase platform lorry,** Bedford 300 diesel engine, £450.

**1958 BEDFORD 7-ton tipper,** steel U body, £375.

**1956 BEDFORD 7-ton long-wheelbase drop-side truck,** several at £150 each.

**1959 7-ton 18-ft. platform lorry,** 5LW engine, 5-speed gearbox, £195.

**E.R.F. 60 Thames Trader 6D tractor,** S.A.E. coupling, very clean, £745.

**1954 AD 3-ton drop-side truck,** £250.

**1960 MORRIS diesel 7-ton medium-wheelbase tipper,** Milshaw gear, high-sided alloy body, 9.00 x 20 tyres.

**1957 SEDDON Mk 15 7 1/2-ton long-wheelbase platform lorry,** £650.

**1949 SEDDON 6-ton P6 long-wheelbase flats,** from £125 each.

**SENTINEL 7-ton long-wheelbase platform lorry.**

**1955, December, THORNYCROFT Sturdy Star box-** van, very clean, good tyres, ex private firm, £525.

EXCELLENT FACILITIES FOR EXAMINATION AND TRIALS.  
CONFIDENTIAL HIRE-PURCHASE AND PART-EXCHANGES ARRANGED.

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MAIN DISTRIBUTORS NEW E.R.F. COMMER AND B.I.C. TRAILERS.

**1949 ALBION Chieftain,** fitted Duramin cab and drop-side body, well typed, mechanically good.

**1955 SENTINEL DV6M 6-wheeler,** fitted Sentinel 6-cylinder diesel engine, air brakes and 23-ft. 6-in. alloy platform body, sound machine, one owner.

**1957 BEDFORD 7-ton model,** 300 diesel, fitted platform body, very clean.

**1955 DODGE 106 P6 double-drop-side,** good condition.

**1955 SENTINEL DV44 18-ft. drop-side,** very clean, one owner, cheap to clear.

**1958 7-ton Thames Trader drop-side truck,** one owner, immaculate condition.

**LATE 1954 SENTINEL 6-wheeler,** long wheelbase, recently reconditioned and fitted new tipping gear and high-sided coal body, nice clean bulk tipper. 923-516

**VICTORIA MOTOR CO. (BRISTOL), LTD.**  
MAIN FORD DEALERS,  
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"BEST IN THE WEST."  
COMPLETE RANGE OF LIGHT OR HEAVY COMMERCIAL THAMES TRADERS FROM STOCK. IMMEDIATE DELIVERY.

**GOOD USED COMMERCIALS.**  
**THAMES Trader,** 1959 (June), 7-ton, 138-in. wheelbase. Techoist tipping gear, 13-ft. 6-in. wooden body, £825.

**THAMES Trader articulated unit,** Scammell coupling, new, immediate delivery.

**1960 November, 5-ton Thames Trader,** 152-in. wheelbase, drop-side truck, £950.

**1955 BEDFORD P6 truck,** £400.

CONTACT us for early delivery of new 5- and 7-cwt. vans. 921-534

**SPA GARAGE (LEEDS), LTD.**  
MEANWOOD ROAD, LEEDS, 7.  
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FOR

**ALBION, LEYLAND, COMMER.**

**NEW ALBION Chieftain CH7R Scammell tractor unit.**

**NEW ALBION Chieftain CH3ALX chassis and cab.**

**NEW ALBION Chieftain CH3ALT chassis and cab.**

**NEW 15-ton FODEN twin-line semi-trailer,** 10.00 x 20 tyres, 26-ft. platform body.

**NEW BEDFORD TK tractor unit,** Leyland engine, 2-speed axle, heater, special radiator.

**1959 B.M.C. 7-ton boxvan body,** good tyres, excellent condition, £650.

**1958 FORD Trader 6D platform body,** very clean, £650.

**1958 A.E.C. Mercury long-wheelbase platform body,** one owner-driver, ready for work, £1,050.

**1958 BEDFORD 7-ton long-wheelbase,** Comet engine, drop-side body, good tyres, excellent condition.

**1956 ALBION 6-wheeler,** twin-ram front-end gear, alloy body, deep fixed sides, good 9.00 x 20 tyres, good order, ready for hard work, £650.

**1955 ALBION Reiver,** Leyland engine, 22-ft. platform body, ready for immediate use, £900.

**1955 ALBION Reiver,** Leyland engine, 22-ft. platform body, ready for immediate use, £900. 923-464

Used Goods Vehicles (contd.)

**W. JONES (MANCHESTER), LTD.**  
WE LEAD—OTHERS FOLLOW.  
**OUR REPUTATION YOUR GUARANTEE.**  
A FEW OF OUR EXTENSIVE STOCK—ALL TYPES OF MODERN COMMERCIAL VEHICLES.

**1960 November, BEDFORD J model,** 7-ton tipper, steel 6-cu.-yd. body, 300-cu.-in. diesel engine, 2-speed axle, 9.00 x 20 tyres, choice of Weston or Telehoist tipping gear, very low mileage, cost new £1,582.

**OUR PRICE £850.**

**1960 November, FORD Trader,** Boys conversion 6-wheel tipper, fitted 24-cu.-yd. wooden body, modified brakes, only 12,000 miles, new price £2,800.

**OUR PRICE £1,550.**

**1960 November, BEDFORD TK 7-ton tipper,** 6-cu.-yd. steel body, 300-cu.-in. diesel engine, 2-speed axle, rear tyres, 9.00 x 20, underfloor tipping ram, new price £1,575.

**OUR PRICE £975.**

**1960 June, FORD Trader,** County conversion double-drive tipper, fitted 20-cu.-yd. wooden body, in first-class condition, well typed, 9.00 x 20, cost new £2,950.

**OUR PRICE £1,650.**

**1959 FORD Trader 6-wheel County extension platform,** 9.00 x 20 tyres, choice of three, cost new £1,985.

**OUR PRICE £950.**

**1957 ATKINSON 4-wheel double-ram tipper,** Gardner 5LW engine, 10-cu.-yd. alloy body, 16-cu.-in. automatic 24-point greaser, 9.00 x 20 tyres, in very good condition.

**OUR PRICE £895.**

**RUTLAND STREET GARAGES.**  
SWINTON, LANCs.  
All inquiries, phone, Swinton 2036 and 2037.  
Telegraphic address, Moniesaver, Swinton, Lancs.  
GARAGE OPEN DAILY (INCLUDING SUNDAYS)  
10 A.M. TO 4 P.M. 923-218

**USED COMMERCIAL VEHICLES.**  
ALL COVERED BY OUR  
**A1 GUARANTEE OF 90 DAYS.**

**1958 BEDFORD powered Comet diesel,** 7-ton long-wheelbase, 20-ft. flat-bed truck, painted green, £775.

**1958 Thames Trader, 6-cylinder diesel,** 7-ton long-wheelbase 16-ft. 6-in. flat-bed truck, painted cream, £650.

**1958 Thames Trader 6-cylinder diesel 7-ton 6-cu.-yd. medium-wheelbase tipper,** 13-ft. double-drop-side timber body, painted blue, £825.

**1958 Thames Trader, 6-cylinder diesel 4-ton 4-cu.-yd. short-wheelbase tipper,** all-steel drop-side body, painted grey, £650.

**1958 Thames Trader 4-cylinder diesel 2-ton drop-side truck,** painted red, £480.

**1956 Thames 4-cylinder diesel 4-5-ton 5-cu.-yd. short-wheelbase tipper,** timber drop-side body, painted grey, £350.

**1955 COMMER F.C. 7-ton TS3 long-wheelbase 18-ft. flat-bed truck,** painted blue, £425.

**F. ENGLISH, LTD., Distributors,** Poole Rd., Bourne-mouth. Phone 20731. 923-396

**1960 FORD 7-ton trader 108-in. wheelbase 7-cu.-yd. tipper,** Anthony hoist steel body and gear, well maintained by careful operator, £775. (Choice of two.)

**1959 FORD 7-ton Trader 138-in. wheelbase 7-cu.-yd. Edbro steel double-drop-side and gear,** £775.

**1959 B.M.C. 7-ton 7-cu.-yd. short-wheelbase tipper,** Pilot body with double underfloor gear and Eaton 2-speed axle, £775.

**1957 FORD 5-ton Trader,** 152-in. wheelbase, diesel, fitted with coachbuilt double-drop-side body, 16 ft. long and headboard to top of cab, tyres 8.25 x 20, £650.

**1959 FORD 7-ton Trader,** 160-in. wheelbase, with drop-side truck body, £650.

**ALL these vehicles have been thoroughly checked and are ready for work.**

**GILBERT RICE, LTD.**  
MAIN FORD DEALER.  
2-14 WORTHING ROAD,  
HORSHAM.  
Phone 4331. 923-308

**RELIANCE MOTORS (CHINGFORD), LTD.**  
HALL LANE,  
CHINGFORD, E.4.  
Phone, Sil 7077.

**1954 COMMER 5-ton truck,** very serviceable, one owner, £115.

**1958 MORRIS 5-cwt. van,** excellent condition, one owner, £275.

**1955 Thames 30-cwt. van,** coachbuilt body, repainted, sound condition, one owner, £350. 923-176



## Used Goods Vehicles (contd.)

### ARLINGTON ALMA GARAGES, LTD. A.E.C., AUSTIN, FORD SALES AND SERVICE.

- 1958 FORD 5-cwt. van.  
1959 LAND ROVER 88-in. wheelbase canopy pick-up.  
1959 COMMERCIAL TS3 18-ft. drop-side truck.  
1956 BEDFORD diesel, long wheelbase, fitted with insulated box van body.  
1955 BEDFORD 5-ton diesel long-wheelbase drop-side truck.  
1958 BEDFORD 6-ton normal-control diesel tipper.  
1957 BEDFORD 6-ton diesel drop-side truck.  
1955 LEYLAND Octopus 8-wheeler, 24-ft. platform body.  
1949 A.E.C. Mammoth Major, single drive, 24-ft. platform.

103 VICTORIA STREET,  
BRISTOL, 1.  
Phone 27063 (5 lines). 923-330

### RUFFORD MOTOR CO., LTD.

OFFER from stock all types of  
DODGE, long and short wheelbase, flats and tippers.  
NEW A.E.C. and Albion 8-wheel tippers.  
CHOICE of 20 6- and 8-wheel tippers, flats and tankers.  
CHOICE of 50 4-wheel flats and tippers.  
ALL types of bodies built in wood, steel or alloy to instruction.  
PLEASE send for lists.

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LEYLAND, ALBION DEALER,  
BARNSELY ROAD, SOUTH ELSALL,  
NEAR PONTEFRAC.  
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- NEW B.T.C. 12-ton low-loader, immediate delivery.  
ALBION Reiver, 1955, Albion engine, drop-side body, choice of two.  
BEDFORD 1959, with Boys third axle, Bedford diesel engine, 2-speed axle, 22-ft. drop-side body.  
COMMERCIAL TS3, 1957, with Boys third axle, 22-ft. platform body.  
COMMERCIAL Superpoise, 1953, articulated, with low-loader semi-trailer, P6 engine.  
ALBION Reiver, 1958, long wheelbase, Leyland engine, 6-speed gearbox.  
FODEN 8-wheeler, 1956, 6LW engine, 24-ft. platform body, very clean.

TERMS AND PART-EXCHANGES.

### CENTRAL GARAGE, SOUTH ELSALL,

923-422

- 1957 LEYLAND Hippo, 6-wheeler, in first-class condition, air brakes, £1,100.  
1956 (Late) LEYLAND Octopus, double drive, air brakes, first class throughout, £1,550.  
1956 LEYLAND Beaver, air brakes, could be converted to tractor, £750.  
ANOTHER as above on very good 40 x 8 tyres, £750.  
NEW A.E.C. Mercury long-wheelbase chassis and cab for immediate delivery.  
1949 LEYLAND Comet 75, long wheelbase, very good condition, ex timber merchant, a bargain, £85.

### J. CAMPBELL PARK, LTD.,

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GATEacre, WOOLTON,  
LIVERPOOL, 25.  
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### WHEELERS MOTORS, LTD.,

MORRIS-COMMERCIAL DISTRIBUTORS,  
YEVOIL, SOMERSET.  
Phone, Yeovil 2561-2-3.

- 1959 MORRIS-COMMERCIAL 7-ton long-wheelbase drop-side truck.  
1960 AUSTIN 7-ton long-wheelbase chassis-cab, 9.00 x 20 tyres, power-assisted steering, flashers, etc., choice of two.  
SEVERAL other used vehicles in stock from 5 cwt. to 7 tons.  
1956, October, B.M.C. 7-ton alloy platform truck, good condition throughout.

### NEW VEHICLES IN STOCK.

MORRIS-COMMERCIAL 7-ton 160-in. wheelbase drop-side truck. 923-186

## Used Goods Vehicles (contd.)

### C. L. AND H. L. BLUNDELL, LTD. AUSTIN, DODGE MAIN DEALERS.

- AUSTIN 5-ton normal-control petrol chassis and cab.  
AUSTIN 7-ton forward-control tipper, steel body, extras, list.  
DODGE 9-ton chassis and cab, 2-speed axle, air brakes, power steering, 375-cu.-in. engine, 10.00 x 20 tyres, list.

### TIPPERS.

- 1961, May, DODGE 7-ton long-wheelbase tipper, Leyland Comet engine, double-drop-side, 7-cu.-yd. body, unladen weight 3 ton 18 cwt., 6,000 miles since new, original cost £2,200, now offered at £1,695.  
1947 COMMERCIAL 4½-yd. petrol-engined tipper, good condition throughout, £95.

### TRUCKS.

- 1959 Thames Trader 7-ton platform, 20-ft. body, reconditioned engine, £725.  
1959 Thames Trader 5-ton platform lorry, 6D engine, virtually as new, 59,000 miles only, £745.  
1956 BEDFORD 7-ton flat platform, R6 engine, choice two, £350.  
1956 Thames 4D 5-tonner, good condition, choice of two, £325.  
1955 BEDFORD 5-ton drop-side, A model, petrol engine, good condition, choice of two, £275.  
1954 BEDFORD 7-ton petrol drop-side truck, fair throughout, £225.  
1953 DODGE 5-tonner, P6 engine, £225.  
1950 BEDFORD 5-ton OL model, average condition, choice of three, £75.  
1948 ALBION 8-wheeler, good condition, choice of two, £385.  
1948 ATKINSON 8-wheeler, good condition, 6LW engine, choice of two, £500.  
1948 ALBION 6-wheeler, good condition, choice of three, £300.  
1947 E.R.F., 7-tonner, LW engine, £345.  
1946 LEYLAND Beaver, good condition, £325.  
1944 LEYLAND Beaver, fair condition bodily, good mechanically, choice of two, £245.

### VANS.

- 1960 BEDFORD long-wheelbase 15-cwt. van, good condition, £360.  
1959 BEDFORD short-wheelbase 15-cwt. van, £320.  
1957 Thames 10-cwt., 21,000 miles only, new engine and tyres, as new, £165.  
1956 Thames 10-cwt., new engine, £100.  
1955 Thames 10-cwt., fair condition, £85.  
1955 Thames 10-cwt., fair condition, £85.  
1953 COMMERCIAL 3-ton van with side-loading doors and integral cab, 100% condition throughout, new tyres, £175.  
1951 As above but requires tidying, £75.  
1948 BEDFORD 5-ton pantechonion body, integral 3-seater cab, walk-in well on rear, £95.

### CANTERBURY 5476.

### FOLKESTONE 51988.

### ASHFORD (KENT) 99.

AFTER 6.30 P.M. LITTLEBOURNE (KENT) 318.  
923-341

### THE NIGHTINGALE ENGINEERING CO., LTD.

A New 10-ton COMMERCIAL TS3 S.A.E. tractor.

- 1960 (Late) A.E.C. 8-wheeler, as new.  
1956 ATKINSON 8-wheeler, 6LW, 24-ft. alloy body nice condition.  
1956 THORNYCROFT 8-wheeler, 24-ft. all-metal platform body, 13 C-license operator, one owner, clean vehicle, choice of two.  
1956 ATKINSON T45 tractor unit together with Dynon trailer, good condition.  
1955 FODEN twin-steer platform, 5LW Gardner engine, clean vehicle.  
WESTERN LANE, London, S.W.12. Kelvin 2193.  
923-158

### H. TAYLOR AND CO. OFFER

- 1959 MORRIS 15-cwt. Minibus (P.S.V.), grey, £435.  
1959 AUSTIN Omnicoach, white-green, heater, flashers, £395.  
1959 COMMERCIAL 30-cwt. Superpoise van, green, normal control, £295.  
1959 COMMERCIAL Cob, powder blue, passenger seat, £285.  
1958 BEDFORD 10-12-cwt. Drop-side truck, £225.  
1957 AUSTIN 101 van, green, £180.

### ELMBRIDGE 0081.

923-83

### JACKSON'S

### FOR

### MODERN SELECTED VEHICLES.

- JULY, 1960, BEDFORD 7-ton steel-body fixed-side tipper, 2-speed axle, mileage 11,000.  
1957 FORD 3-ton long-wheelbase drop-side truck.  
1955 AUSTIN 1-ton van, very good condition.

### O. T. JACKSON MOTORS, LTD.,

855 NEW WOLVERHAMPTON ROAD,  
LANGLEY, NEAR WOLVERHAMPTON.

Phone, Broadwell 2871-2-3. 923-170

## Used Goods Vehicles (contd.)

### MARSHALLS (CAMBRIDGE), LTD.

OFFER THE FOLLOWING

### USED COMMERCIAL VEHICLES

AT

### AIRPORT GARAGE, NEWMARKET ROAD, CAMBRIDGE.

Phone, Cambridge 56291.

- 1958 AUSTIN A55 van, heater, bench seat, green, £265.  
1959 Thames Trader 7-ton platform truck, good condition throughout, £700.  
1957 BEDFORD 10-12-cwt. van, blue, £190.  
1956 BEDFORD 5-ton diesel normal-control chassis-cab with large-capacity gown van body, good condition, £380.  
1956 AUSTIN 5-ton forward-control diesel truck alloy drop-side body, good condition, £390.

AT

### 63 BRIDGE STREET, PETERBOROUGH.

Phone, Peterborough 66011.

- 1960 AUSTIN A55 van, green, heater, low mileage, £425.  
1959 BEDFORD Kenabus, beige, fitted heater, taxed, good tyres, £415.  
1958 BEDFORD 6-ton drop-side truck, £700.  
1956 FORD Thames van, heater, £210.  
1955 BEDFORD shooting brake, good tyres, taxed, £245.

AT

### 120 GOLDINGTON ROAD, BEDFORD.

Phone, Bedford 68386.

- 1958 FORD Thames 5-cwt. van, £265.  
1958 AUSTIN A55 pick-up truck, £300.  
1956 FORD Thames P6 long-wheelbase drop-sided tipper, £325.  
1956 FORD 4D 3-ton long-wheelbase drop-side truck, £350.  
1956 FORD 4D 5-ton long-wheelbase drop-side truck, £300.  
1956 MORRIS 5-cwt. van, £220.  
1955 AUSTIN A40 van, £195.  
1955 MORRIS 1-ton van, excellent condition, £145.  
1954 MORRIS 1-ton large-capacity van, £110.  
1953 BEDFORD short-wheelbase 5-yd. tipper, recent reconditioned engine, good tyre equipment, £185.  
1953 AUSTIN 5-ton P6 drop-side truck, £97.  
1953 Short-wheelbase LAND ROVER, £210.  
1949 LEYLAND Comet platform truck, good running order, £145. 923-197

### ELT BROS., LTD.

- 1956 FORDSON Thames 45D diesel 30-cwt. lorry, £200.  
1955 FORDSON Thames 4-cylinder petrol 4-ton lorry, £85.  
1956 BEDFORD 7-ton short-wheelbase tippers, petrol, £100.  
1957 LEYLAND Comet long-wheelbase high-sided tipper, first-class condition, £750.  
1955 DODGE 5-ton P6 diesel long-wheelbase lorry, all-alloy body, £285.  
1958 BEDFORD D-type petrol 5-ton long-wheelbase lorry, very clean, £425.

PART-EXCHANGE AND HIRE-PURCHASE A PLEASURE.

### ELT BROS., LTD.

BEDFORD AND VAUXHALL DEALERS,  
DEAKINS ROAD,  
BIRMINGHAM, 25.  
Phone, Victoria 2742-3-4. 923-129

### T. C. HARRISON, LTD.,

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LONDON ROAD,  
SHEFFIELD.  
Phone 29091.

- 1961 COMMERCIAL 4-berth de luxe Caravette, 2,500 miles, as new.  
1958 7-ton Thames Trader fixed-sided steel-bodied tipper, £725.  
1958 7-ton Thames Trader fixed-sided steel-bodied short-wheelbase tipper, £650.  
1956 Thames 3-ton truck with 4-cylinder diesel engine, £275.

NEW.  
THAMES Trader 7-ton 108-in. drop-side and fixed-side tippers, ex stock.  
THAMES Traders, 138-in. and 160-in. chassis-cabs, ex stock.  
10-, 12- and 15-cwt. vans, early delivery.

EDBRO 4LNX tipping gears, ex stock.

ASSOCIATED WITH

### WEST RIDING MOTOR CO.,

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923-499  
A41

Used Goods Vehicles (contd.)

**BROWNHILLS MOTOR SALES,**  
**LEYLAND, ALBION, SCAMMELL.**  
1952 DAIMLER coach, four years' certificate,  
37-seater, £1,260.  
1952 LEYLAND Olympus long-wheelbase, 600 engine,  
double drive, £650.  
1958 LEYLAND Comet 350 engine, 24-ft. body, £750.  
1958 DODGE long-wheelbase tipper, 350 engine, £600.  
1957 GUY long-wheelbase flat, P6, Eaton axle, £350.  
1954 SEDDON long-wheelbase, P6, £200.  
1957 LEYLAND long-wheelbase tipper, reconditioned  
engine, Eaton axle, £850.  
1957 COMMER TS3 short-wheelbase tipper, £400.  
1957 COMMER TS3 short-wheelbase tipper, £300.  
1956 COMMER TS3 short-wheelbase tipper, £450.  
1956 DODGE R6 short-wheelbase tipper, Eaton axle,  
£450.  
1954 LEYLAND 18-ft. 6-in. flat, Eaton axle, £309.  
1954 ALBION Chieftain, long wheelbase, £275.  
1954 BEDFORD long-wheelbase tipper, 5-ton, good  
condition, £350.  
1954 ALBION PF 107L long-wheelbase, Leyland 350  
engine, double drive, £600.  
1956 ATKINSON 8-wheeler, double drive, 61W, over-  
drive, £675.  
1946 ATLAS Six 10-cwt. vans, new, £325.

**BROWNHILLS MOTOR SALES,**  
WAITING STREET (A5),  
BROWNHILLS,  
STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 923-160

**INHERWOODS GARAGES, LTD.,**  
DODGE AND L.F. DISTRIBUTORS.  
1960, December, FORD Trader 6-wheeler, Edbro  
metal, large-capacity body, fixed-side and twin-  
end-ram gear.  
1959 COMMER TS3 7-ton tipper  
1959 BEDFORD 7-ton drop-side truck, Leyland  
Comet engine, long wheelbase, Eaton 2-speed  
axle.  
(Registered) DENNIS 6-ton tipper (ex Ministry),  
Dennis Max diesel engine, new wrap-round  
vision cab.  
1959 SEDDON 7-ton drop-side tipper.  
1958 BEDFORD 7-ton tipper, Leyland Comet engine,  
medium wheelbase, choice of two.  
1957 FORD Thames 5-ton drop-side tipper, Perkins  
engine.  
1954 FORD Thames 4D drop-side truck.

**110 BUXTON ROAD,**  
STOCKPORT.  
Phone, Stockport 5083. 923-455

**NEW LEYLAND Comet tipper, Type CS3-2R, im-  
mediate delivery.**  
**ALBION Chieftain Type CH3AXL, immediate delivery.**  
**ALBION Chieftain Type CH3AXL, immediate delivery.**  
**ALBION Chieftain tractor chassis CH7TR, Scammell  
coupling, immediate delivery.**  
**THORNYCROFT 6-wheeler, first registered 1959.**  
1957 COMMER TS3 7-tonner, fitted Boys 6-wheel  
extension, drop-side body, choice of two.  
1959 (Late) COMMER TS3 and tipper, 5-speed gear-  
box, air brakes, 9.00 x 20 tyres.  
1956 (Late) TS3 COMMER 7-ton twin-ram and  
tipper, 9.00 x 20 tyres.  
1957, December, B.M.C. 7-tonner, fitted Boys  
6-wheeler extension, Eaton 2-speed axle.  
1956 ALBION Reiver, Comet engine, 23-ft. body.

**WARWICK MOTOR ENGINEERING CO.,**  
**LTD.,**  
STOKE GARAGE,  
COPELAND STREET,  
STOKE-ON-TRENT.  
Phone 47507-8. 923-476

**COMMERCIAL VEHICLES SALES AND**  
**REPAIRS, LTD.**  
**A.E.C., MORRIS-COMMERCIAL AND**  
**YORK.**

1959 ALBION Clydesdale CD21L, new tyres,  
6-speed, heater, drop-side, 21 ft., in fine order.  
1960 COMMER TS3 Scammell tractor unit, 5-speed,  
heater, good tyres, excellent order.  
1960 LEYLAND Comet CS 3 1/3 chassis-cab, 6-speed,  
heater, flusher, in good order.  
1957 COMMER TS3 7-ton platform, good order.  
1959 COMMER TS3 Scammell tractor unit, good  
order.

**CRANES CLOSE,**  
BASILDON.  
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Used Goods Vehicles (contd.)

**GREAT WESTERN MOTORS,**  
705 LONDON ROAD,  
SHEPHERD'S HILL (A4),  
(BRANCH OF: CITY MOTORS, OXFORD).  
READING 63333.  
MAIN DEALERS FOR BEDFORD IN OXON AND  
BERKS.

**NEW BEDFORDS FOR**  
**IMMEDIATE DELIVERY.**  
NEW BEDFORD TK 12-ton diesel tractor unit with or  
without Scammell coupling, 5-speed gearbox, 2-speed  
axle.  
NEW BEDFORD TK 5-ton diesel long-wheelbase alloy  
cattle container.  
NEW BEDFORD 35-cwt. diesel chassis-cab with Mar-  
shall boxvan body.  
NEW BEDFORD 15-cwt. diesel Walker's builder's truck.  
NEW BEDFORD TK 7-ton diesel chassis-cab, 2-speed  
axle, £425.  
NEW BEDFORD TK 7 1/2-ton diesel tipper, Leyland  
engine.  
ALSO in stock, new vans and Rice trailers.

**LARGE selection of quality used BEDFORD trucks at**  
**the right price.**  
1959 7-ton diesel short-wheelbase high-sided tipper,  
£750.  
1958 3-ton diesel drop-side, £475.  
1956 5-ton diesel long-wheelbase normal-control drop-  
side, £425.  
1955 7-ton petrol long-wheelbase forward-control  
drop-side, £250.

**USED vans.**  
1959 BEDFORD 10-12-cwt. short van, blue, £295.  
1958 AUSTIN 15-cwt., green-cream, £300.  
1958 MORRIS Oxford pick-up with tilt, £280.  
1957 LAND ROVER, 88 in., diesel, £395.  
1958 Thames 12-cwt. van, £245.  
1958 BEDFORD 10-cwt. 6-7-seater Dormobile, from  
£285.  
1952 BEDFORD 3-ton boxvan, £125.  
1959 AUSTIN A35, blue, seats, heater, £295.

**GREAT WESTERN MOTORS, READING.**  
923-383

**FERRARIS OF CRICKLEWOOD, LTD.,**  
200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

**NEW DODGE trucks for early delivery.**  
**NEW Thames 15-cwt. vans and trucks, also 12-seaters.**  
**NEW Thames Trader 3-5-ton trucks.**  
**NEW Thames Trader Lutons.**  
**NEW MORRIS vans, 1-ton-30-cwt., J2, J4 and LD.**  
**ALL the above vehicles available from stock.**

1959 MORRIS J2 13-seater bus, also choice of two  
1956 MORRIS 30-cwt. diesel truck.  
1958 Thames 3-ton 4D diesel truck; also 30-cwt.  
model.  
1958 MORRIS 10-cwt. J/B van.  
1957 8-9 Thames 5-7-cwt. van, from £195. 923-216

**AVAILABLE NOW:—**  
1959 Traders, 7-ton short-wheelbase end tippers, steel  
bodies; choice of seven.  
1957 ALBION Reivers, short-wheelbase end tippers,  
alloy bodies, choice of three.  
**THE above vehicles, in good condition, can be seen by  
appointment.**

**HOVERINGHAM GRAVELS, LTD.**  
LOWDHAM 3171. 923-169

**PRAILLS (HEREFORD), LTD.,**  
COMMERCIAL VEHICLE SPECIALISTS.  
**ATKINSON, AUSTIN, FORD, DODGE.**

1959 Thames Trader 5-ton 6-cylinder diesel fitted  
with 16-ft. stock container.  
1958 Thames Trader 7-ton diesel, 17-ft. platform  
body.  
1956 COMMER, Boys 6-wheeler diesel, 21-ft. alloy  
platform, 2-speed axle.  
1955 ATKINSON 8-wheeler 24-ft. flat, double-drive,  
61W.  
1955 DODGE 7-ton 19-ft. aluminium platform.  
1952 THORNYCROFT short-wheelbase 6-ton tipper,  
Perkins R6 diesel.  
1952 AUSTIN 7-ton diesel, 16-ft. 6-in. drop-sided  
body 2-speed, power steering.

**PRAILLS (HEREFORD), LTD.,**  
HOLMER ROAD,  
HEREFORD.  
Phone 4221-6. 923-116

Used Goods Vehicles (contd.)

**K. AND F. (COMMERCIALS), LTD.,**  
MAIN DISTRIBUTORS FOR GUY HEAVY  
COMMERCIAL VEHICLES AND YORK TRAILERS  
AND THIRD AXLES.  
**NEW VEHICLES AVAILABLE FOR**  
**IMMEDIATE DELIVERY.**

**ONE new GUY light 6-wheeler, 15-ft. 3-in. tipper, 20-ft.  
long wood and alloy coal body.**  
**USED VEHICLES.**

1960 GUY Invincible 8-wheel tipper with 21ft. 6-in.  
long coal body, £3,750.  
1960 DODGE 6-wheel tipper with 19-ft.-long coal  
body, Leyland Comet engine, York axle, £2,000.  
1960 FORD Trader 7-ton short-wheelbase tipper,  
£695.  
1959 FORD Trader 7-ton medium-wheelbase tipper  
with steel body, £675.  
1958 FORD Trader 7-ton medium-wheelbase tipper  
with wood and alloy body, £650.  
1958 November, LEYLAND Comet forward-control  
tipper with all-alloy body, £900.  
OCTOBER, 1958, DODGE 3145AZ forward-control  
tipper with wooden body, £800.  
SEPTEMBER 1958, DODGE 146AR6 7-ton platform  
lorry, £700.  
1958 BEDFORD S-type 7-ton tipper with steel body,  
£490.  
1957 MORRIS 6-wheel tipper, Boys axle, with 17-ft.  
6-in. long steel body, £850.  
1956 BEDFORD S-type 7-ton tipper with wooden  
body, £425.  
1955 BEDFORD 5-ton A-type medium-wheelbase  
tipper, £250.  
1954 SENTINEL 6-wheel tipper, A.E.C. 7.7 engine  
and gearbox, all-alloy coal body, Pilot tipping  
gear, £695.

**DEALERS FOR DODGE AND MORRIS-  
COMMERCIALS.**

**K. AND F. (COMMERCIALS), LTD.,**  
COLESHILL HOUSE,  
ATHERSTONE.  
Phone, Atherstone 2481-2-3. 923-512

**MARSTON MOTOR CO., LTD.,**  
SEVEN SISTERS ROAD,  
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Phone, Stamford Hill 8000.

**MAIN RETAIL DEALERS FOR AUSTIN COM-  
MERCIAL VEHICLES AND SOLE DISTRIBUTORS  
FOR THORNYCROFT COMMERCIAL VEHICLES  
FOR LONDON AND HOME COUNTIES NORTH  
OF THE THAMES.**

1956 AUSTIN 3-ton forward-control, diesel, 1,500-cu.-  
ft. Luton van body, just rebuilt, in primer, £595.  
1956 FORD Thames 4D 4-ton 1,100-cu.-ft. Luton  
van.  
1956 BEDFORD 7-ton platform lorry, R6 diesel  
engine.  
1956 AUSTIN 7-ton forward-control drop-side truck,  
2-speed axle, reconditioned engine done approxi-  
mately 20,000 miles, £475.  
1952 ALBION 4-cylinder diesel, 1,600-cu.-ft. all-alloy  
Luton van, in primer, £225.  
1957 FORD Thames 4D 1,250-cu.-ft. Luton, £675.  
923-152

**GATES OF WOODFORD,**  
FORD MAIN DEALERS,  
CHIGWELL ROAD,  
WOODFORD GREEN.  
Wanstead 6633.

**SEE our selection of Bedford, B.M.C. and Commer  
platforms, trucks and boxvans, at competitive prices.  
923-201**

**WALTON MOTORS.**  
£225. 1955 model ALBION Chieftain tractor unit,  
Scammell coupling, 2-speed axle, C-licence  
user only.  
£190. 1956 (December) FORD 4D diesel 4-ton lorry.  
£275. 24-ft. 12-ton TASKER articulated trailer, fitted  
S.A.E. coupling.  
£75. 1952 BEDFORD Luton van.  
£325. 23-ft. 10-ton SCAMMELL trailer.  
£175. 20-ft. 8-ton SCAMMELL trailer.  
£60. Perkins P6 engine, complete with Bedford fit-  
tings and gearbox, etc.  
255 WALTON LANE, Liverpool, 4. Aintree 1873.  
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1955 BEDFORD P6 5-ton drop-sider.  
1956 DODGE P6 long-wheelbase tipper.  
1955 BEDFORD R6 long-wheelbase tipper, one  
6-ton.  
1957 BEDFORD R6 7-ton flat.  
**E.R.F. 68G.**  
1955 THORNYCROFT Sturdy Star drop-side.  
**TWO new DODGE chassis-cabs, immediate delivery.**

**PARRS (LEICESTER), LTD.,**  
ABBEE LANE,  
LEICESTER.  
Phone 61511 (seven lines). 923-171

## Used Goods Vehicles (contd.)

### SPURLING MOTOR BODIES, LTD.

"THE NAME BEHIND THE SALE."

#### "BUY RIGHT."

- 1957 AUSTIN A50 standard van.  
1956 MORRIS Cowley 10-cwt. van.  
1959 AUSTIN Omnivan.  
1957 VOLKSWAGEN passenger.  
1960 BEDFORD 15-cwt. standard van.  
1955 BEDFORD 10-ton diesel tractor.  
1958 BEDFORD 8-ton diesel tractor.  
1959 BEDFORD 7-ton diesel truck.  
1955 BEDFORD 7-ton petrol truck.  
1956 BEDFORD 5-ton petrol tipper.  
1958 Trader diesel pantechnic.  
1956 COMMERCIAL T33 truck. Eaton 2-speed.

#### "BUY SPURLING."

USED VEHICLES INQUIRIES TO—

303 THE BROADWAY,  
CRICKLEWOOD, N.W.2.

G's 2727 and 6687-8-9.

923-290

### WILDE AND BENNETT, LTD.

COMMERCIAL RETAIL DEALERS.

- EARLY delivery on all COMMERS from 7-cwt to 12-ton, petrol and diesel.  
NEW DODGE York 6-wheel tipper, model 3165 AZ, Super Comet engine, 5-speed gearbox, 2-speed axle, power steering, air brakes, etc., and all other extras, twin ram gear and 20-cu-yd. body, list price approximately £3,500, now owing to special circumstances available at a much lower price at which you cannot afford to miss.  
1960 61 Thames Trader 7-ton short-wheelbase tippers, 9'00 x 20 tyres, heaters, etc., genuine mileages 600-800 only, cost approximately over £1,500, now available at £1,095 each, three only.  
1959 Thames Trader 7-ton short-wheelbase tippers, clean condition, privately owned, choice of four, £875.  
1959 Thames Trader 7-ton long-wheelbase lorry, very small mileage, as new, £775.  
1957 BEDFORD diesel 7-ton long-wheelbase twin-ram tipper, large double drop-side body, overhauled and painted, £635.  
1956 BEDFORD-SCAMMELL S-type tractor, Leyland Comet engine, very clean condition, only £325.  
SEE our advert under Businesses for Sale for large and small A and B licence businesses.

TERMS AND EXCHANGES.

#### HADFIELD,

HYDE, CHESHIRE.

PHONE, GLOSSOP 2902-3.

AFTER HOURS 2356

923-236

### CINDER ROAD GARAGE,

- 1959 BEDFORD 7-ton medium-wheelbase tipper, 11-ft. wooden dropside body, Leyland engine, Bedford 2-speed axle, 9'00 x 20 tyres, £690.  
1958 B.M.C. medium-wheelbase tipper, reconditioned diesel jn, fitted 2-speed axle, power steering, 9'00 x 20 tyres, £550.  
1958 BEDFORD 7-ton medium-wheelbase chassis and cab, Perkins R6 engine, Eaton 2-speed tipper if required, £300.  
1955 FORD 4-5-ton tipper, 4D diesel engine, 11-ft. body, good running order, £175.  
1955 FORD 5-ton long-wheelbase drop-side lorry, P6 engine, good tyres, £150.  
1954 DODGE short-wheelbase tipper, P6 engine, good running order, taxed, £175.  
1950 MORRIS 30-cwt. Luton van, very clean and in good running order, £75.  
MOST makes of vehicle are being dismantled for spares, including Foden and Scammell 8-wheelers Dodge, Bedford, Vulcan 7GF, B.M.C., etc.  
CINDER ROAD GARAGE, Cinder Rd., Lower Gornal, Dudley, Worcs. Phone, Dudley 53004. 923-257

### SPURLING MOTORS (CHISWICK), LTD.

(CHISWICK FLYOVER).

VAUXHALL, BEDFORD MAIN DEALERS.

FOR quality tested used vehicles.

- 1959 and 1960 CA vans, long and short, from £275.  
1958 BEDFORD Hanson CA van, one owner, first condition, choice of two from £225.  
1956 BEDFORD 4-ton petrol Spurling van, £225.  
1955 BEDFORD 5-ton diesel boxvan, 1,000 cu. ft., reconditioned engine, in excellent condition, £425.  
1958 COMMERCIAL Karrier 3-ton diesel boxvan, 150 cu. ft., separate cab, very clean vehicle, £675.  
1958 Thames Trader 7-ton diesel platform truck, clean condition, £485.  
1957 AUSTIN 13-cwt. diesel van, one owner, £285.

#### BEDFORD HOUSE,

CHISWICK HIGH ROAD.

CHISWICK, W.14.

Chiswick 6741.

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## Used Goods Vehicles (contd.)

### CHANDLERS MOTORS, LTD.

ESTABLISHED 42 YEARS.

LUTON vans and pantechnicons.

- 1.220 CU-FT. 1950 SEDDON P6 diesel pantech-nicon, very little used, used by large C-licence operator, in excellent order, £275.  
1.200 CU-FT. 1959 AUSTIN diesel pantech-nicon with drop well, in excellent order, £625.  
1.100 CU-FT. 1955 AUSTIN petrol pantech-nicon, low loader, £365.  
1.000 CU-FT. 1955 AUSTIN petrol pantech-nicon, low loader, £365.  
900 CU-FT. 1955 FORD 4D diesel Luton, good order with Plymax body, £230.

TRUCKS and units.

- 1956 BEDFORD 5-ton petrol tipper, £320.  
1956 DODGE 8-ton P6 artic unit with 23-ft. Scammell trailer, £430.  
1955 BEDFORD 8-ton petrol Scammell unit with 23-ft. trailer, £350.  
1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.  
1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel bod. in good condition, £180.  
1955 AUSTIN 5-ton truck, petrol, £150.  
1955 AUSTIN 2-ton diesel truck, £160.  
1953 AUSTIN Loadstar P6 diesel truck, £150.

CHANDLERS MOTORS, LTD., 71 Greenwich South St. London, S.E.14. Gte 2033-4. 923-328

- 1957 LEYLAND Comet-Scammell tractor units, £875 each.  
1953 LEYLAND Octopus platform, good condition, £750.  
1955 LEYLAND Octopus platform, excellent condition, £1,000.  
1960 FORD 6D Trader, fifth-wheel tractor unit two line air brakes excellent condition, £750.

### MILLBURN MOTORS, LTD.

51-79 MILLBURN STREET, GLASGOW, N.1.

Phone, Bell 4977

923-261

### PALMERSTON OF KINGSTON,

MORRIS AND MORRIS-COMMERCIAL  
RETAIL DEALERS.

- 20-CWT. MORRIS 1-ton petrol van, heater and washers, £165.  
6-TON S.C. BELFORD van, roller shutter, reconditioned engine, £410.  
PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Penryn Rd. Kingston 5618. 923-349

### MAYDAY MOTORS, LTD.

DODGE DISTRIBUTORS

#### EARLIEST DELIVERY ALL MODELS

- NEW Thames Trader 7-ton 6D diesel tipper, steel body, immediate delivery, choice of two, £1,450.  
NEW AUSTIN 1-ton petrol van, primer, £716.  
NEW Atlas Major 10-12-cwt. van, blue, extras, £520.  
NEW AUSTIN J4 10-12-cwt. van, £470.  
1961 Thames 4-cylinder petrol chassis-cab, 500 miles only, £605.  
1960 BEDFORD CA van, long-wheelbase, 5,000 miles, unwritten, excellent, £355.  
1959 Thames 5-cwt. van, unwritten, one owner, 15,000 miles, £265.  
1959 Thames 10-12-cwt., low mileage, unwritten, £255.  
1958 (Late) Thames 15-cwt. van, with heater, excellent order, £275.  
1958 AUSTIN A101 10-cwt. van, unwritten, low mileage, excellent, £225.  
1957 DODGE 6-ton diesel tipper, 6-cu.-yd. alloy body, 2-speed axle, £625.  
1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice of two from £525.  
1955 AUSTIN 5-ton long-wheelbase truck, petrol, fair condition, £165.  
1954 ALBION 4-ton diesel tipper, 8-cu.-yd. steel bod., excellent condition, £490.  
MAYDAY RD., Thornton Heath, Croydon, Thornton Heath 34, 3-4-5. 923-267

### SOUTHERN COUNTIES GARAGES LTD.

CRAWLEY, SUSSEX.

- AGENTS for Austin, Ford and Standard commercials, a large selection of new and used vans always in stock.  
NEW Thames Trader 4-ton drop-side truck, 152-in. wheelbase.  
NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.  
NEW ATLAS van from £370.  
1960 May Austin 702 diesel with 7-cu.-yd. tipping body also fitted with 9'00 x 20 tyres, van heater and flashers, 25,000 miles, £925.  
1958 COMMERCIAL Karrier diesel, 3-ton boxvan, £495.  
1956 BEDFORD-SCAMMELL 8-10-ton tractor unit with R6 diesel engine, £275.

CRAWLEY 25666 (FIVE LINES).

923-373

## Used Goods Vehicles (contd.)

### W. HAROLD PERRY, LTD.

MAIN FORD DEALERS,  
FINCHLEY.

- 1960 Thames 5-cwt. van, 6,000 miles only, as new, £325.  
1959 Thames 5-cwt. vans, from £275.  
1960 Thames 7-cwt. van, 14,000 miles only, £315.  
1959 Thames 7-cwt. van, £295.  
1960 Thames 10-12-cwt. van, £325.  
1959 Thames 15-cwt. vans, from £315.  
1959 LAND ROVER, petrol engine, Series II, 22,000 miles, excellent condition, £435.  
1960 Thames Trader, 6D diesel engine, long wheelbase, platform truck, 9'00 x 20 tyres, power steering, 11,000 miles, £925.  
1959 Thames Trader 7-ton, 6D diesel engine, long-wheelbase platform truck, 9'00 x 20 tyres, £195.  
1960 Thames Trader short-wheelbase tipper, 6D diesel engine with new Anthony metal drop-side tipping body, 9'00 x 20 tyres, choice of four, £925.  
1959 Thames Trader short-wheelbase tipper, 6D diesel engine, with new Anthony metal drop-side tipping body and tipping gear, 9'00 x 20 tyres, choice of three, £875.  
1959 Thames Trader 7-ton, 6D diesel engine, 7-cu.-yd. tipping lorry with 4D drop tipping gear, 9'00 x 20 tyres, £825.  
GOOD selection of Thames and Bedford light vans and 12-wheelers. Hire-purchase facilities available.  
297 BALLARDS LANE, North Finchley.

### HILLSIDE 8888.

923-324

### WELCH'S GARAGE (STAPLEFORD), LTD.

#### NEW BEDFORDS

- 7-TON normal-control long-wheelbase, 300 diesel, 2-speed axle.  
7-TON TK long-wheelbase chassis and cab, 300 diesel, 2-speed axle.  
15-CWT. C.A.L. builder's truck.

#### USED VEHICLES.

- 1957 BEDFORD 7-ton long-wheelbase, 300 diesel, 17-ft. Bonalack body, much above average, tyres good, £495.  
1956 B.M.C. Luton boxvan, B.M.C. diesel, general condition good, £375.  
1955 BEDFORD 7-ton long-wheelbase standard drop-side body, very clean, tyres fair, £225.  
1955 BEDFORD 7-ton short-wheelbase steel tipper, only been used on bulk cement, £200.

### LONDON ROAD, STAPLEFORD, CAMBS

Phone, Shefford 3017.

923-488

### HENSMANS, LTD. Brenwood 5252.

- 1956 MORRIS diesel 3-ton drop-side truck, £235.  
1951 FORD Thames milk float, £135.  
1951 BEDFORD 5-ton Luton van, £75.  
1958 BEDFORD CA van, £225.  
1953 DODGE 5-ton, Perkins engine, £195.  
1955 AUSTIN A55 pick-up, resprayed, £285.  
1953 BEDFORD-SCAMMELL unit and trailer, with Comet engine, £425.  
1956 Thames 5-ton 4D chassis-cab, £185.  
1959 Thames 12-seater grey, low mileage, £410.  
1950 Thames 2-ton van, Cost Cutter engine, £60.  
1956 Thames 3-ton 4D boxvan 750 cu. ft., £265.  
1957 Trader 5-ton drop-side truck, completely overhauled and resprayed, £490.  
1958 Thames 15-cwt. van, £225.  
1955 LAND ROVER, petrol engine, good condition, £210.  
1959 STANDARD Atlas van, £220.  
1959 Thames 5-cwt. van, resprayed, choice of three, £715.  
1957 Thames 15-cwt. van, £235.  
1958 Thames 5-cwt. van, £210.  
1960 Thames 7-cwt. van, £295.  
1960 Thames 12-seater yellow, £490.

923-5

### CHASESIDE MOTOR CO. LTD.

GREAT CAMBRIDGE ROAD,

ENFIELD, MIDDLESEX.

FORD MAIN DEALERS.

Phone, Enfield 3456

- £300. 1954 7-ton DODGE diesel platform truck, 5-speed gearbox, Perkins engine, overhauled, good tyres all round.  
£300. 1954 FORD 4D diesel long-wheelbase truck, good tyres all round.  
£100. 1956 Thames diesel 5-ton tipper, a good runner, looks rough but ideal for site work, diesel engine still very good, adequate tyres.  
£550. 1958 BEDFORD articulated tractor unit with Leyland diesel engine, suitable either artic or pole carrier, in very good order, good tyres.  
£500. 1954 COMMERCIAL T33 diesel long-wheelbase truck, in very good order, repainted, good tyres.  
£350. 1958 2-ton FORD 4D diesel van, good running order, nice appearance, resprayed green.

923-298

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### Used Goods Vehicles (cont'd.)

**PENFOLD MOTORS.**  
MAIN BEDFORD DEALERS.  
NEW BEDFORD TK 7½-ton long-wheelbase drop-side truck, 350 diesel, immediate delivery.  
NEW BEDFORD TK 7-ton extra long-wheelbase diesel drop-side truck, 2-speed axle, immediate delivery.  
NEW BEDFORD TK 7½-ton 6-cu.-yd. tipper, 350 diesel, immediate delivery.  
NEW BEDFORD TK 7-ton 6-cu.-yd. tipper, 300 diesel, immediate delivery.  
NEW BEDFORD TK 12-ton artic. unit, 350 diesel, Scammell conversion, immediate delivery.  
1959 LEYLAND Super Comet drop-side trucks, choice of two, one with 20-ft. drop-side body the other 21 ft.  
1958 BEDFORD 300 diesel 7-ton drop-side truck, immediate delivery.  
1957 BEDFORD 10-ton tractor unit with Comet engine, complete with Dyson trailer, £700.  
1958 BEDFORD 5-type tractor unit and trailer, £730.  
1958 BEDFORD 5-type 7-ton drop-side truck, £600.  
1955 AUSTIN B.M.C. diesel 5-ton truck, £295.  
CHOICE of 20 ex "Evening News" delivery vans, 1951 Austin, £20 each; 1951 Bedford, £80 each.  
MANY good BEDFORD Utilitrucks available.

**PENFOLD MOTORS.**  
2-22 BURN TASH ROAD,  
S.E.12.  
Lee 1202 923-307

**RICHARDSON'S.**  
NEW A.E.C. 8-wheeler chassis and cab, 11.3 engine, 6-speed gearbox, double drive, 8-wheel brakes, delivery from stock.  
NEW GUY 8-wheeler Invincible, new Guy Warrior 8-wheeler, immediate delivery.  
1959 GUY Warrior light 8-wheeler 24-ft. drop-side truck, A.E.C. engine.  
1959 COMMER TS3 diesel 7-ton 18-ft. drop-side truck, 9.00 x 20 tyres, etc.  
1954 E.R.F. 6-tonner, Gardner 4LK engine.  
1954 MORRIS 3-ton drop-side truck.  
1956 B.M.C. 7-ton diesel 18-ft. platform truck, power steering, 2-speed axle, 9.00 x 20 tyres, etc.  
1960 Trader diesel 7-ton medium-wheelbase tipper.  
1960 Trader diesel 7-ton short-wheelbase tipper.  
1960 Trader diesel 7-ton long-wheelbase tipper.  
1958 BEDFORD diesel medium-wheelbase tipper, 9.00 x 20 tyres.  
STEEL drop-side tipper bodies, fitted to Trader 138-in. and 160-in. chassis, Edbro or Pilot gears, quick turn round.  
T. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, Birmingham. Phone, Broadwell 1840 and 2800. 923-314

**WHALEBONE MOTORS, LTD.**  
NOVEMBER, 1959, BEDFORD-SCAMMELL unit, 300 engine, and two new 25-ft. 12-ton Scammell trailers, 9.00 x 20 14-ply tyres, £1,850.  
15-TON SCAMMELL tractor units.  
SCAMMELL tandem-axle trailers, suitable for above.  
1952 ATKINSON tractor unit, 6LW Gardner engine, Carrimore-Scammell coupling, recent overhaul, new cab, choice of two.  
1957 LEYLAND Steer, 600 engine, air brakes, 23-ft. 6-in. body.  
SEVERAL A.E.C. 4-wheelers, 9.6 engines, 5-speed boxes.  
NUMEROUS artic. and drawbar trailers.  
SECOND-HAND spares for most makes.

**WHALEBONE MOTORS, LTD.**  
239-241 HIGH ROAD,  
CHADWELL HEATH, ESSEX.  
Phone, Seven Kings 5282. 923-364

NEW A.E.C. Mustang chassis and cab. New Dodge 8-short-wheelbase tipper, alloy body. Bedford, 1958, 6-wheel tipper, £350. Two Leyland Steers, 1949, £300 each. E.R.F. 4-wheel flat, 1945, £250. Atkinson 8-wheel flat, 1949, £400. Foden 4-wheel tipper, 1958, £1,600. Leyland Octopus tipper, 1960, £3,800. Dodge 4-wheel coal tipper, 1959, £1,400. Leyland 4-wheel coal tipper, 1959, £1,400. Two Commer short-wheelbase tippers, 1958-59, £450. Dennis 4-wheel flat, 1949-50, £150 each. All makes of new vehicles supplied and various second-hand vehicles for sale. John Brindley, The Close, Sharnford, Hincley, Sapcote 225. 923-113

**CHURCH ROAD MOTORS**  
(SOUTHEND-ON-SEA), LTD.  
DODGE DISTRIBUTORS,  
HADLIGH, ESSEX.  
Phone, Southend-on-Sea 55271.  
AFTER HOURS 48528.

1959. November, FORD tractor unit, one owner, 28,000 miles, complete with 12-ton R.P.C. platform trailer, four in line, fifth-wheel coupling, 9.00 x 20, in super condition, £1,275.  
1959 COMMER 25-cwt. diesel large capacity van, cost approximately £1,000, £525.  
1958 DODGE 7-ton drop-side truck, one owner, any trial, £875. 923-382

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### Used Goods Vehicles (cont'd.)

**WRAY PARK GARAGES, LTD.**  
MORRIS DISTRIBUTORS,  
REIGATE 2263 (SURREY).  
GOOD SELECTION OF NEW MORRIS-COMMERCIAL VEHICLES IN STOCK.  
ALL AT LIST PRICE, IN PRIMER.

**SECOND-HAND VEHICLES**  
AS BELOW—  
1953 AUSTIN 3-ton Integral Luton van, £125  
1958 BEDFORD 3-ton Luton van, side roller shutter, £250.  
1955 MORRIS 1½-ton van, £125.  
1959 BEDFORD 15-cwt. van at £325. 923-375

**SANDICLIFFE GARAGE, LTD.**  
FORD MAIN DEALERS.  
1955 FORD Thames P6 boxvan, choice of two, £160.  
1955 BEDFORD 7-ton R6 drop-side truck, £325  
1955 B.M.C. diesel 5-ton bulk tipper, £195.  
1956 Thames 4D steel drop-side tipper, £275.  
1957 FORD Thames 4D tipper, steel drop-side body, £250.  
1958 Thames Trader, 160-in. wheelbase B.C., £475  
1958 Thames Trader 7-ton tipper, steel fixed side, £495.  
1958 FORD Trader 4D Luton van, £495.  
**STAPLEFORD, NOTTINGHAM**  
PHONE, SANDIACRE 12234. 923-374

TWO 1960 E.R.F. 8-wheelers, air brakes, alloy bodies, flat wood decks, immaculate 1957 TS3 artic. Hands 25-ft. trailer, air brakes, new 11.3 chassis, even 40 exceptional. Evans Garages, 12 Cardiff Rd., Newport, Mon 62663. 924-6498

**COMMERCIAL VEHICLES, LTD.** Burton on Trent.  
offer from stock—  
NEW DODGE 13-ft. 7½-in. wheelbase 8-ton chassis-cab with 354-cu.-in. engine.  
1960 5-ton Trader long-wheelbase low-mileage truck, new 17-ft. drop-side body, coachpainted attractive cream, showroom finish and as new.  
1956 COMMER TS3 18-ft. drop-side body, very sound vehicle with nearly new tyres. Offers.  
SEVERAL Thames 7-cwt. vans from £135.  
BEDFORD 10-12-cwt. van coachpainted attractive blue, sound vehicle. Offers.  
1956 VOLKSWAGEN pick-up, sound machine, £175.  
YORK distributors. Your inquiries welcomed.  
141 NEW ST., Burton on Trent. Phone 3582 and 6681. 923-24

1954 FODEN 8-wheeler chassis-cab, engine and gear-box recently overhauled, rear brakes refitted, 13 brand-new 9.00 x 20 14-ply tyres fitted, suitable for platform or tipper, £1,100 o.n.o.  
1959 5-type BEDFORD, 300 engine, 2-speed axle, 9.00 x 20 tyres, 18-ft. platform, £700.  
1956 MORRIS normal control prime mover, Tasker coupling, 2-speed axle, good order, £335.  
A PPLY King and Harper, Ltd., Hills Rd. Phone, Cambridge 53201. 924-6342  
**MIDLAND VEHICLE AGENCY** offer—  
LEYLAND Comet tipper, 1957.  
B.M.C. 7-ton, 2-speed axle, 1959, long-wheelbase alloy truck.  
BEDFORD-SCAMMELL tractor unit, R6.  
FORDSON 1956 4D 4-ton boxvan.  
TRADER 6D 1,500-cu.-ft. Luton van.  
B.M.C. 5-ton forward-control 1959-60 long-wheelbase truck, heavy-duty equipment.  
ALL the above are one-owner vehicles.  
BORDERSLEY CHAMBERS, 164 High St., Bordesley, Birmingham, 12. Victoria 0940; evenings, Northern 8744. 923-133

5-30-CWT., various commercial vehicles, prices from £50, including selection of Lutons. L. H. Spring and Co., Ltd. Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 8575. 093-278

1958 COMMER 7-ton tipper, £495.  
1952 BEDFORD-SCAMMELL tractor, Comet engine, £275.  
1958 BEDFORD 10-12-cwt. bottle float, repainted, £260.  
1955 THORNYCROFT Sturdy, platform, £525.  
1952 THORNYCROFT Sturdy, drop-sider, £185.  
1951 THORNYCROFT Sturdy drop-sider, £160.  
1957 MORRIS J2 van, £215.  
1957 COMMER 8-cwt. van, repainted, £195.  
1957 GUY Warrior, Meadows engine, alloy platform, £825.  
1953 LEYLAND Comet N.C. drop-sider, £625.

**NEWCASTLE (STAFFS) MOTOR CO., LTD.**  
NEWCASTLE ROAD,  
TRENT VALE,  
STOKE-ON-TRENT.  
Phone, Newcastle (Staffs) 64621-2-3-4-5. 923-398

### Used Goods Vehicles (cont'd.)

**CHARLES WENSLEY AND SONS, LTD.**  
INGS ROAD, WAKEFIELD.  
MAIN VAUXHALL AND BEDFORD DEALERS.  
1959 AUSTIN 152 15-cwt. van, side-door loading, choice of two.  
1955 Thames 30-cwt. van, 4D engine.  
1955 December, COMMER TS3 short-wheelbase tipper.  
1956 BEDFORD 7-ton long-wheelbase tipper, alloy body, diesel.  
1959 BEDFORD 15-cwt. van.  
1959 BEDFORD Utilitruck special.  
1959 Workobus.  
VAUXHALL and Bedford main dealers. Specialists in refrigeration and bodywork.  
FOR further inquiries, contact Wakefield 2294 and 54. 923-428

**ATKINSON VEHICLES (SCOTLAND), LTD.**  
CARLISLE ROAD,  
AIRDRIE 2881-2-3.  
NEW ATKINSON 8-wheel double-drive chassis and cab, immediate delivery.  
1954 ATKINSON 4-wheel, fitted P6.  
1954 ATKINSON 6-wheel double-drive tipper, fitted reconditioned 6LW, underbody tipping gear, Homalloy tipping body.  
1958 October, FODEN 8-wheel double-drive, fitted Gardner 6LW, air brakes, 24-ft. platform.  
1959 FODEN 8-wheel double-drive, fitted Gardner 6LX diesel engine, air brakes, 24-ft. platform.  
DISTRIBUTORS FOR  
**NORTHERN TRAILER CO., LTD.**  
NEW tandem 27-ft. trailer, 10.00 x 20 tyres.  
NEW 14-ton 25-ft. trailer, 10.00 x 20 tyres 923-476

1955 SEDDON 7-TON LONG-WHEELBASE DROP-SIDE TRUCK, P6 DIESEL, EXCELLENT CONDITION.  
1954 SEDDON 3-TON BOXVAN, PERKINS DIESEL, CHOICE OF TWO.  
1960 ALBION CLAYMORE LUTON VAN, 1,200-CU.-FT. BURTONWOOD PAINT, AUTOMATIC LUBRICATION, EXCELLENT CONDITION.  
1959 FORD TRADER 3-TON LUTON 4D DIESEL VAN, CHOICE OF TWO, EXCELLENT CONDITION.

**NORMAND, LTD.**  
CUMBERLAND AVENUE,  
N.W.10.  
Elgar 7757. 923-379

1951. December, LEYLAND Octopus 8-wheeler, twin drive, 600 engine, 24-ft. platform, one owner, absolutely first-class condition throughout including tyres, £875.  
1950 DENNIS 1,000-gal. 3-compartment petrol tanker, condition as above, £225.  
THESE vehicles are ready for immediate use and are only being sold through reorganization.  
LINES OF WOOLTON, near Canterbury. Phone, 923-189

GEORGE TWYMAN offers—  
1955 B.M.C. 7-ton flat, diesel, 2-speed, ready for work, £350.  
1956 COMMER TS3 flat, mainly rebuilt, 14-ply tyres, £495.  
1959 BEDFORD J-type, Anthony tipper, well above average throughout, £735.  
REGENT GARAGE, 17 High St. Potters Bar. Phone 923-187

J. C. EDGE AND CO. LTD., Craven Arms, Salop (phone 2197-8).  
1956 E.R.F. (8.1-litre B.R. diesel) artic. extending pole wagon (Douglas twin-axle trailer), ex-W.D.; A.E.C. Matador 4 x 4 with winch and retracting jib crane; 1953 Fordson Major diesel with Boughtron winch and anchors. 923-252

1954. December, BEDFORD A-type boxvan, good mechanical condition, £175.  
1959 FORD Trader, petrol, 4,000 miles only, fitted new horsebox body for four, fibreglass skinned, side and rear loading, £1,400.  
AUSTIN 3-, 5- and 7-ton chassis-cabs with heavy-duty equipment from stock at list price.  
AUSTIN J4 pick-up, list price.

CHAMBERS ENGINEERING, Western Turville, Aylesbury. Stoke Mandeville 2282. 923-193  
1956 LEYLAND Octopus chassis and cab, fitted air brakes and p.t.o., £1,250.  
1956 A.E.C. Mammoth Mapor, air brakes, 40 x 8 tyres, excellent condition, £1,250.  
BRAMWELL, PRESTON AND CO. LTD., Phoenix St., Bury, Lancs. Phone 4523 and 3900. 923-424

**E. J. BAKER AND CO. (DORKING), LTD.**  
BIRCHETT ROAD,  
Phone 2422-5; after 6 p.m., Aldershot 20803.

1960 AUSTIN A55 10-cwt. van, painted blue, with heater, £395.  
1955 25-cwt. MORRIS van, £150.  
1955 FORD 4D diesel van, 2-ton, £195.  
1958 BEDFORD 15-cwt. van, heater and flashers £225.  
CHOICE of several 12-seater P.S.V. passenger vehicles, Bedford and Ford. 923-342



## Used Goods Vehicles (contd.)

- 1959** COMMER diesel short-wheelbase tipper, 9.00 x 20 tyres, 5-speed gearbox, air brakes, 45,000 miles, choice of wooden or steel body, £650.  
**1958** COMMER diesel short-wheelbase tipper, air brakes, 9.00 x 20 tyres, £395.  
**1955** COMMER short-wheelbase tipper, 9.00 x 20 tyres, £210.  
**1956** COMMER long-wheelbase platform truck, 36 x 8 tyres, in very good condition, £475.  
**1955** COMMER long-wheelbase platform truck, 9.00 x 20 tyres, £350.  
**1951** ALBION Clansman diesel 6-wheel drop-side truck, £145.  
**1955** LEYLAND Comet tractor unit, fifth-wheel coupling, 8.25 x 20 tyres.

### HAMBLINS GARAGE.

THE COMMER PEOPLE.  
 RECTORY ROAD, RUSHDEN  
 NORTHANTS  
 Phone, Rushden 3211-3.

## L. F. DOVE (C.V.), LTD.,

AUSTIN COMMERCIAL DISTRIBUTORS.

DOVE'S PAY-AS-YOU-EARN SCHEME FOR USED VEHICLES 3 TONS AND OVER, 10, 15 OR 20 EQUAL MONTHLY PAYMENTS.

- 1960** COMMER 8-cwt. van, green, 5,000 miles, £350 (g).  
**1958** AUSTIN 15-cwt. van, green, £250 (g).  
**1956** BEDFORD 10-12-cwt. CA van, grey, no willer, £165.  
**1951** COMMER 3-ton boxvan, petrol, green, £125.  
**1955** MORRIS 3-ton diesel boxvan, £325.  
**1959** AUSTIN 7-ton 2-speed axle, 17-ton G.T.W. diesel tractor, blue, £850 (g).  
**1959** AUSTIN 30-cwt. diesel drop-side truck, boiler, flashers, heater, screen, now writing, 8,000 miles only, guaranteed, £165.  
 \* Vehicles marked (g) carry three months' guarantee.  
 L. F. DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Croydon, Addiscombe 3131.

- 1953** AUSTIN A70 pick-up, £70.  
**1955** FORD Thames 5-cwt. van, £150.  
**1958** AUSTIN 15-cwt. Omnivan, £300.  
**1958** DODGE 6-ton tipper, £400.  
**1957** B.M.C. 5-ton long-wheelbase truck, good condition, £455.  
**1959** Thames Trader 5-ton chassis-cab, very good condition, £495.  
**1959** Thames 2-ton van, very good condition, £425.  
**DORMOBILE** or 12-seaters for sale or hire.  
**COOMBS COMMERCIALS (GUILDFORD), LTD.,** Portsmouth Rd. Guildford, Surrey, Phone, Guildford 62907.

- 1956** AUSTIN 152 Omnivan, repainted.  
**1957** MORRIS 32 van.  
**1956** COMMER T53 7-ton platform truck, fitted with sack loader.  
**1958** BEDFORD, Perkins R6 engine, 20-ft. platform body.  
**1959** BEDFORD, 300 diesel engine, 20-ft. platform body.  
**NEW AUSTIN 2-ton diesel drop-side truck.**  
**NEW AUSTIN petrol 40-cwt. drop-side truck.**  
**EARLY delivery of all new AUSTIN commercial vehicles.**  
**VINCENTS OF READING, LTD.,** Station Square, Reading, Phone 54204.  
**NEW GUY Warrior light 8 chassis and cab, 17 ft. 9 in. wheelbase, 1st price.**  
**1960** GUY Warrior light 8 ex-demonstrator platform, 10,000 miles, £2,700.  
**1959** FORD Trader 7-ton long-wheelbase 6D Balcio extension, 20-ft. drop-side truck, £615.  
**1953** ATKINSON bulk tipper, Gardner 6LW 9000.  
**MAY'S MOTORS (ELSTEAD), LTD.,** Surrey, GUY Distributors, Surrey and Sussex. Agents for B.M.C. and Land Rover.

## BIRMINGHAM COMMERCIAL OFFER:-

- NEW MORRIS-COMMERCIAL** prime mover, forward control, short wheelbase, fitted with power steering and 10-ton Tacker 24-ft. trailer, ex stock.  
**1961** MORRIS 30-cwt. Luton van, mileage 750, bargain at £1,000 or offer.  
**1960** MORRIS B.M.C. tipper, £900 or offer, mileage 4,193.  
**1954** FODEN 8-wheeler.  
**1953** FODEN 6-wheeler.  
**1960** BEDFORD 3-standing horsebox.  
**MOBILE** shop or showroom, 1947 Ford Thames artic with 1,850 cu. ft. trailer.  
**1958** BEDFORD 10-cwt. van, 1959, excellent condition.  
**1954** DENNIS 6-ton long-wheelbase tipper, sound machine.  
**1954** E.R.F. 6-ton drop-side lorry, 5LW Gardner engine 5-speed gearbox.  
**1953** E.R.F. 8-ton drop-side lorry, 20-ft. body.  
**TERMS** and hire arranged.

## BIRMINGHAM COMMERCIAL MOTORS, LTD.,

WRIGHT STREET,  
 (REAR 560 COVENTRY ROAD),  
 BIRMINGHAM, 10.  
 Phone, Victoria 0437.

## Used Goods Vehicles (contd.)

### COUNTY OAK SERVICE STATION, LTD.,

VAUXHALL-BEDFORD MAIN DEALERS.  
 LONDON ROAD, CRAWLEY, SUSSEX.  
 Phone, Crawley 25475-6-7.

- 1959** BEDFORD Workobus, many extras, one owner, £370.  
**1959** November, long-wheelbase BEDFORD Workobus one owner, £400.  
**1959** December, BEDFORD 15-cwt. long-wheelbase van, one owner, £355.  
**1958** BEDFORD 3-ton diesel truck, 13,000 miles only as new, £385.  
**1957** 5-ton FORD Trader, 4D truck, £375.  
**1957** BEDFORD Workobus, £245.  
**1957** 7-ton DODGE diesel tipper, very good condition, £575.  
**1957** BEDFORD 5-ton truck, petrol, excellent condition, £445.  
**OCTOBER, 1954, 7-ton BEDFORD tipper, good condition, new tyres, one owner, £310.**  
**1952** 5-ton BEDFORD truck, mile condition, good tyres, £120.  
**1953** COMMER 10-ton tractor unit, diesel, with 22-ft. low-loading trailer, £385.  
**1948** AUSTIN 2-ton meat van, choice of two, at £150 each.  
**1947** AUSTIN meat van, £125.

### OFFERED for sale, must be cleared:-

- 1956** BEDFORD 7-ton long-wheelbase drop-side diesel lorry, on 9.00 x 20 tyres, overhauled throughout, ready for work, choice of two, £395 each.  
**1955** DODGE platform truck with recently overhauled 16 engine, Eaton 2-speed axle, mechanical and electrical parts put in tip-top order, £425 on o.  
**1956** AUSTIN 5-ton diesel short-wheelbase standard tipper, in good mechanical order, requires painting, £385.  
**1958** 3-ton Trader, overhauled throughout, to be painted customer's colour, £495.  
**1959** AUSTIN 152 15-cwt. Omnivan, small mileage, well tyre, painted green, £325.  
**1955** LAND ROVER, in good running order, £165.

**CHARLES CLARKE AND SONS (COMMERCIAL VEHICLES), LTD.,** Chester St., Shrewsbury, Phone, Shrewsbury 2051.

- 10-TON** 21-ft. semi-low trailer on twin 29 x 8, £150.  
**J. R. Swanton, Colnbrook 2741, Bucks.** 923-274  
**1957** E.R.F. 449, 20-ft. platform, good condition.  
**1958** SEDDON 15-10, Gardner 4LW engine, 20-ft. flat.  
**DODGE 6-wheeler, Boys extension, 1959, high-sided coal tipping body, R6 engine, good condition.**  
**1957** BEDFORD 7-ton, 300 diesel engine, long wheelbase, good condition.  
**1959** DODGE 7-ton 20-ft. drop-side.  
**MANY other vehicles. Hire-purchase terms arranged.**  
**WHEATLEY AND FARROWS GARAGES, LTD.,** Stamford Lines, Phone, Stamford 2104 5.

### FOR new and used Albion and Leyland contact

## THE RELIANCE GARAGE CO (BRIGHOUSE),

WAKEFIELD ROAD,  
 BRIGHOUSE, YORKS.  
 Phone, day, Brighouse 1677.  
 NIGHT, BRADFORD 78486 OR 71077.

### CORDON GARAGE (LEYTON), LTD.,

- FOR immediate delivery:-**  
**NEW BEDFORD J6 ST. diesel tipper, Telchoist gear, 5-speed box, single axle, 9.00 x 20 12 P.R. tyres, choice of body.**  
**BEDFORD 7-ton forward-control truck, 350-cu-in. engine, 16-ft. 6-in. 9.00 x 20 tyres.**  
**1959** BEDFORD 10-12-cwt. van, £195.  
**209-219 LEA BRIDGE RD., Leyton, E.10.** Phone, 924-505

- DICKINSON AND ADAMS, LUTON, LTD.,** Leagrave Rd., Luton, Beds, offer:-  
**1953** November 26, BEDFORD 7-ton drop-side truck, four new and three good tyres, taxed December, 16-ft. body, £175.  
**1956** MORRIS 3-ton drop-side truck, reconditioned engine, 16-ft. 6-in. body, £160.  
**1956** FORDSON 5-ton platform truck, diesel engine, boiler, heater, demister, good tyres, 14-ft. body, £185.  
**1947** KARRIER 3-4-ton drop-side truck, good order and ready for work, 14-ft. body, £85.  
**1954** COMMER 25-10-cwt. van, £110.  
**1954** MORRIS J van, 10-12-cwt., £50.  
**1958** BEDFORD 10-12-cwt. van, choice of two, £225 and £205.  
**1958** MORRIS JB van, 10-12-cwt., £210.  
**1958** STANDARD 6-cwt. van, £165.  
**1958** STANDARD Atlas Kenebrake 12-scater engine overhauled reconditioned, very clean interior, £125.  
**DICKINSON AND ADAMS, Luton 51251.**

### SURLING MOTORS (CITY) offer:-

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**TRADER** 7-ton 6D 108-in.-wheelbase Edbro drop-side upper, 9.00 x 20 12-ply tyres.  
**TRADER** 5-ton 152-in.-wheelbase truck.  
**THAMES** Trader 6 x 2 160-in.-wheelbase, 6D, chassis-cab, 9.00 x 20 tyres.  
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**FORD** 15-cwt. van, with diesel engine, passenger seat, quarter rear bumpers, in primer, for immediate delivery. £665. Locomotors, Ltd., 84-88 Pinner Rd., Harrow 1092. 923-515

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PART-EXCHANGES WELCOME. zzz-718

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350 engine.

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**FOR IMMEDIATE DELIVERY:—**

**ONE SEDDON** 7-ton 14-ft. 6-in. wheelbase chassis-cab, 350 engine, 9.00 x 20's.  
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**ONE SEDDON** 16-ton GVW 7-ft. wheelbase tractor chassis-cab, 354 engine, 9.00 x 20's.  
**FAVOURABLE** delivery dates most models.

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**12-TON** tractor unit, 96-in. 350-cu.-in. diesel, 5-speed gearbox.  
**12-TON SCAMMELL**, straight frame, 25 ft. with 18-in. sideboards.  
**12-TON NEW 71-ton TK** tipper, drop-side, 5-speed gearbox.

**12-TON SCAMMELL BEDFORD** tractor unit with Scammell attachment.  
**ONE 12-ton** straight-frame 25-ft. flat trailer.

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**ONE SEDDON** Mk. 15-10-TA, Leyland 375 engine, 5-speed gearbox, air brakes, 18500 Eaton 2-speed axle power steering, 10.00 x 20 14-ply tyres, heater demister, flashing indicators.

**IMMEDIATE DELIVERY.**  
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**BEDFORD** 2-1/2-ton panthechnon van, brand new, unused, painted green, offers.

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**MORRIS-COMMERCIAL** 7-ton tipper, 5-speed gear-box, all-steel Edbro 6-cu.-yd. body.

**SHORT-WHEELBASE** 7-ton chassis-cab, Eaton 2-speed axle.

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**2-TON** F.G. drop-side diesel.

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**TRIPLEX MOTOR WORKS, Wrexham.** Phone 3431. 924-6345

**1949** BEDFORD Vista, 29 seats, recently overhauled throughout, certificate of fitness to 1964, £1,450.

**Lawson Ball, 23 Latham Crescent, Tipton, Staffs.** Phone, Tipton 2289. 923-133

**1954** BEDFORD Duplex 36-seater, radio, speech amplification, roof quarter lights, heaters, engine reconditioned this year, maroon and cream, certificate of fitness 1964, £1,475. Bunham's Coaches, Ross-on-Wye, 2993. 923-320

**1956** BEDFORD 21-seater coach, excellent condition, good tyres, just been certified five years, any inspection invited, £675. Phone, Footscray 3626. 924-6564

# Used Passenger Vehicles (contd.)

**SAVILLE MOTOR SALES, LTD.**  
HARVESTER HOUSE  
STRAFORD-ON-AVON  
Phone 4242 (15 lines)

FOR YOUR NEW OR USED BEDFORD COACH

FOR immediate delivery; choice of two, BEDFORD Super Vegas, 300-cu-in. diesel engine, 2-speed axle, BEDFORD petrol 41-seater Super Vega, quarter lights, heaters, low mileage, certificate of fitness 1966.

**1954** BEDFORD petrol 36-seater Burlingham, completely retrimmed, re-seated and repainted, certificate of fitness June, 1964.

**A.E.C.** 7.7 full-front 35-seater Plaxton re-fitted to 1953, certificate of fitness October, 1962.

**1952** BEDFORD petrol Super Vega 33-seater, quarter lights, tubular racks.

**CHOICE** of half-cabs and full-front coaches, suited for works contract and conversions.

**CHOICE** of several 1959 BEDFORD Super Vegas, fitted with petrol engines.

**DEMONSTRATIONS ARRANGED HIRE-PURCHASE FACILITIES.**

**PART-EXCHANGES.**

YOUR INQUIRIES WILL RECEIVE OUR PERSONAL ATTENTION 923-143

**1957** SBI BEDFORD Duplex 41-seater luxury coach, certificate of fitness to 1954 and finished in red and cream exterior, colours with red interior upholstery, etc., heaters, public address and radio, excellent order throughout, only £2,295 o.n.o.

**1952** BEDFORD 33-35-seater Duplex, blue exterior, red interior, very clean and useful vehicle, certificate of fitness to 1962, best offer secures.

**ALL** deals are negotiable and H.P. terms can be arranged.

**LAMBERTS OF KINGSTON, LTD.** 140a London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7300 (20 lines); or after hours, Molesey 6949. 923-74

**V. COLEMAN,**  
166 MAIN ROAD,  
SUNDRIE, KENT.  
Brasted 291.

**1953** BEDFORD Super Vega 35-seater, 7 ft. 6 in. wide, excellent condition certificate of fitness 1963, £1,050. No part-exchange.

**SEVERAL** coaches suitable for works contracts, etc. 923-185

**1959** BEDFORD Burlingham 41-seater, choice of two. Please contact Greatrex Motor Coaches, Ltd., 140 Newport Rd., Stafford. Phone, Stafford 196. 923-166

**SILVER LINE MOTORS.**  
VAUXHALL AND BEDFORD MAIN DEALERS.  
**SEASONAL REDUCTIONS.**

**NEW** BEDFORD SBI 41-seater Burlingham Scammell 61, exterior finished ivory with red upholstery, immediate delivery from stock.

**1957** BEDFORD 41-seater Duplex Super Vega, exterior finished cream and red, interior trimmed red, coach in real first-class condition, certificate of fitness 1964, £2,550 o.n.o.

**1957** BEDFORD 41-seater Duplex Super Vega, exterior maroon and grey with red interior trimmings, certificate of fitness 1964, £2,475 o.n.o.

**1956** BEDFORD 41-seater Duplex Super Vega, exterior silver and blue with red interior trimmings, very sound vehicle, recertified to 1966, £2,300 o.n.o.

**1952** BEDFORD 33-seater Vega, exterior finished blue and grey, clean, smart-looking coach, fitted radio and heater, certificate of fitness 1962, to clear, 1950 o.n.o.

**1952** BEDFORD, 37-seater Gurney Nutting body, finished green and cream with green moquette, fitted reconditioned petrol engine, certificate of fitness 1963, to clear £1,050 o.n.o.

**1952** body, exceptionally bright and attractive coach, fitted radio, certificate of fitness 1962, 1950 o.n.o.

**ALL** vehicles have received thorough check-over and as required as necessary and are offered for sale in first class condition.

**SILVER LINE MOTORS.**  
BESSEMER ROAD,  
WELWYN GARDEN CITY, HERTS.  
Phone, Welwyn Garden 24132. 923-269

**1952** BEDFORD Duplex Vega 33-seater coach, fitted Perkins R6 diesel engine, this vehicle has just passed certificate of fitness 1966, previously owned by large oxygen company for office staff conveyance, little used since new, immaculate, 1850; no offers of exchange. Lansdowne, Livingstone Rd., Stratford, London, E.15. Phone, Leytonstone 4355. 923-497

**EARLY DELIVERY OF ALL THAMES COACHES. WE HAVE A SELECTION OF**

**GOOD USED COACHES AVAILABLE.**

OUR REPRESENTATIVE WILL CALL AT YOUR REQUEST.

**PERCY HENDY, LTD.**

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THAMES HOUSE, CHANDLERS FORD 2271. 923-295

A50

# Used Passenger Vehicles (contd.)

**1959** BEDFORD Utilabus, PSV model, upholstered longitudinal seats, red-grey, 1495.  
**VINCENT GREENHOLDS,** Lyde Motor Works, Hereford. Phone 2347. 923-508

**1957** BEDFORD Duplex Super Vega 41-seater, ivory, red, red interior, one owner, 42,000 miles, genuine certificate of fitness 1964, £2,500. Terms available. Keiley's, Stourport 2421. 924-x6737

## COMMERCIAL

**1950** COMMERC 33-seater Plaxton, good tyres, certificate of fitness October, 1962, very good order, vice driver, H.P. arranged, £285. Severn Valley Motors, 45onmouth. Phone 2646. 923-316

**TS3** 36-seater luxury coaches, 1959 choice of six, used for extended tours only, fitted with usual equipment, good mechanically, offers to clear, Worthington Motor Tours, Ltd., 65 Hurst St., Birmingham, 5. Midland 4966. 923-309

## DAIMLER

**BROWNHILLS MOTOR SALES.**  
**LEYLAND, ALBION, SCAMMELL.**

**1952** DAIMLER coach four years' certificate, 37-seater, £1,200.

**BROWNHILLS MOTOR SALES.**  
WATLING STREET (A5), BROWNHILLS, STAFFS.  
Phone, Brownhills 2307, 2386 and 2392. 923-162

**DAIMLER** double-decker, 7.7, alloy body, £165. Edgware 2555. 923-248

**CVD6SD** DAIMLERS, certificate of fitness in immaculate condition, mechanically perfect, offers to clear, Box CM235, care of "The Commercial Motor," 924-x6765

## BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,  
STRAFORD ON AVON.  
Phone 3222-3-4 and 2136.  
Grams, "Quicksafe."

## USED PASSENGER VEHICLES.

**DAIMLER** double-deck buses, fitted with 5-cylinder Gardner engines, recently conditioned throughout, mechanically perfect, the body being in first-class order, two-year certificates of fitness, ready for service, 1923-334

**1947** DAIMLER double-deckers, high bridge Northern Counties, 5LW, certificates of fitness to 1964, £250 each.

**MILLBURN MOTORS, LTD.** 51-79 Millburn St., Glasgow, N.1. Phone, Bell 4977. 923-265

## FORD THAMES

**1960** THAMES Duplex 41-seater, 7 ft. 6 in. wide, ivory with red flash, host extras, £3,150.  
**A. SPRINGALL, LTD.** Plimshead Common, S.E.18. Woolwich 5313. 923-351

## GUY

**1946** GUY Double-deckers, low and high bridge, late Eastern Coach Works bodies, 5LW, certificates of fitness to 1963-4, £250 each.

**MILLBURN MOTORS, LTD.** 51-79 Millburn St., Glasgow, N.1. Phone, Bell 4977. 923-266

## LEYLAND

**1948** LEYLAND PSI Plaxton 33-seater, certificate of fitness, two years, good tyres, very nice condition, £325. H.P. arranged, Severn Valley Motors, Avonmouth. Phone 2646. 923-315

**LEYLAND** PD2 53-seater, Brush low-bridge bodies, 8-ft.-wide chassis, certificate of fitness. Terms, exchanges.  
**NORTH** Pontefract Rd., Sturton, Leeds, 10. Phone, Rothwell 3157. 923-440

## MORRIS

**MORRIS** 1951, 31 luxury seats, certificate of fitness 1962, mechanically and body perfect, £225. Exchange Minibus, car, Morton, Locks Heath 3368, Southampton. 924-x6785

**1960**, July, MORRIS Minibus, PSV model, genuine 7,000 miles only since new, upholstered longitudinal seats, grey-maroon, £530.  
**VINCENT GREENHOLDS,** Lyde Motor Works, Hereford. Phone 2347. 923-507

## UNCLASSIFIED

**LANCASHIRE MOTOR TRADERS, LTD.**  
OLYMPIC GARAGE,  
LIVERPOOL STREET, SALFORD, 5.  
Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

## SECOND-HAND COACHES.

**WE** are now taking orders for Bedford, A.E.C., Leyland, Duplex and Plaxton coachworks for 1962 season.

**1950** COMMERC 33-seater Burlingham coachwork, cream and grey exterior, blue interior, fitted heater, certificate of fitness to 1963, £450. 923-442

# Used Passenger Vehicles (contd.)

**F.C.S., LTD.**  
**SEASONAL REDUCTIONS.**

**F.C.S., LTD.**  
**SEASONAL REDUCTIONS.**

## SUPER DOUBLE-DECKERS.

**1949-50** A.E.C. Mark II 56-seater high-bridge double-decker, fitted Park Royal and Metcam thin-wall all-metal bodies, fitted low mileage late series (under 15,000 miles) 9.6 A.E.C. diesel units, crash boxes, remounted last year, in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 20, price £650-£700.

**1948** A.E.C. low-bridge and high-bridge 53-56-seater double-deckers with Metcam and Eastern Coachwork all-metal bodies, some fitted 1953 bodies, leather upholstery, fitted A.E.C. 7.7 late series low mileage diesel engines, certificate of fitness 1963-62, choice of 10, price £450-£500.

**GUY** double-deckers, fitted 1953 Charles Roe 53-56-seater metallized top deck and Eastern Coachworks all-metal thin-wall high-bridge and low-bridge bodies, chrome half-sliding windows, etc., with late series low mileage 5LW Gardner engines (under 10,000 miles), use by company operating coastal services for seasonal use only, some remounted last year, in super mechanical and body condition, certificate of fitness 1965-63-62, price £250-£400.

**1950-48** BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal high-bridge and low-bridge bodies, half-sliding windows, fitted late series low mileage 7.7 A.E.C., 5LW Gardner and Bristol A.V. 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £500-£375.

**SUPER COACHES AND SERVICE SALOONS**

**1954** A.E.C. Mark IV underfloor engine, full luxury coach, with Burlingham Scammell 37-seater full Continental touring luxury coach body, crash box, reclining seats, courier seat, radio, microphone, etc., very low mileage engine, brakes done at A.E.C. Works, in super mechanical and body condition, certificate of fitness 1964, price £2,500 or near offer.

**1953** fully fronted 35-37-seater Bellhouse Hartwell and Burlingham Scammell bodies, adjustable reclining super Continental seating, courier seat, radio, microphone, etc., repainted blue and cream, certificate of fitness 1964, choice of two, price £1,250.

**1950** A.E.C. Mark III fitted 33-35-seater full front Harrison body, extremely low mileage 9.6 A.E.C. diesel engine, in super mechanical and body condition, certificate of fitness 1965, price £750 or near offer.

**1949** fitted 6LW Gardner engine, in exceptional mechanical and body condition, certificate of fitness 1963, price £500.

**1952** LEYLAND Beadles, first registered, June 1952, with Beadle all-metal 35-seater Continental full luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1962, just into stock, three only, price £850.

**1952-51** A.E.C. and Leyland Beadles, first registered August 1952-51, with Beadle all-metal 39-seater full luxury Continental bodies, front entrance sliding door, centre roof lights, Continental interior racks, strip lighting fitted, fitted A.E.C. 7.7 diesel engine, recertified last week, certificate of fitness 1965, choice of two, price £700-£750.

**1952** A.E.C. Regal Mark III with full-front Plaxton 37-seater Continental luxury body, no bulk head, again seasonal use only, recertified this week to 1965, low mileage 9.6 diesel engine, in super mechanical and body condition, price £600.

**1950** Duplex and Harrison full luxury coach bodies, seasonal use only, 9.6 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £500-£450.

**1949** A.E.C. Mark II 34-seater service saloons with Brush and Park Royal all-metal bodies, fitted 7.7 and 9.6 A.E.C. diesel units, in excellent mechanical and body condition, certificate of fitness 1962-61, choice of 10, price £350-£425.

**1947** 37-seater Burlingham body, low mileage late series PSI engine, in immaculate mechanical and body condition, certificate of fitness 1964, choice of two, price £500-£450.

**1948-47** BRISTOLS with Eastern Coachworks and Continental 35-36-seater thin-wall all-metal service saloon bodies, fitted low mileage late series 5LW Gardner engine, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of eight, price £450-£400.

**1940-39** BRISTOL service saloons rebodied 1951 with Beadle and Eastern Coachwork 36-seater saloon bodies, fitted late series low mileage 5LW Gardner engines, in excellent mechanical and body condition and ready for immediate service, certificate of fitness 1962-61, choice of 12, price £350-£400.

GENEROUS PART-EXCHANGE ALLOWANCE

FREE SPARES.

OPEN SEVEN DAYS A WEEK.

SPECIAL H.P. FACILITIES.

THESE are only a few of well over 200 passenger vehicles of most well-known makes and seating capacities, which are available for immediate inspection and test. Write for stock lists.

ALL MACHINES CARRY OUR THREE MONTHS' GUARANTEE.

**LANCING** BAGNALL hand-operated mobile forklifts (new and unused) 1 ton capacity, lifting height approximately 1 ft. mounted on pneumatic tyres, ideally suitable for lifting, and moving engines and heavy equipment round workshops or depot, six only £75 or near offer.

**F.C.S., LTD.**

**F.C.S., LTD.**

**F.C.S. WORKS.**

LONDON ROAD, DUNCHURCH, NEAR RUGBY.

Phone, Dunchurch 262 and 265.

DEPOT AT BEGINNING OF MI BIRMINGHAM SPUR and at

1 STRAWBERRY VALE, TWICKENHAM, MIDDLESEX.

Phone, Popesgrove 077A. 923-212

## Used Passenger Vehicles (contd.)

**E. J. BAKER AND CO. (DORKING), LTD.**  
COACH SHOWROOMS AND SERVICE STATION,  
FARNHAM TRADING ESTATE,  
FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227. 8 a.m. to 6 p.m.  
AFTER 6 P.M., FARNHAM 4481.

WE are now taking orders for 1962 model coaches, delivery from September onwards. Duple, Plaxton, Burlingham 41-seater bodies on new BEDFORD petrol and diesel-engined chassis, 2-speed axle optional, also new Bedford 29-seater models.

LET us quote you now for your next year's requirements.

### SPECIAL OFFER.

INQUIRIES are invited for fleets of coaches available on straight off service, September-October. Part-exchanges arranged, special low prices.

**1960** Model BEDFORD SBI diesel Duple, 41 seats, red-grey interior, green-cream exterior, one owner, certificate of fitness September, 1960, choice of six from £3,000.

**1960** And 1961 FORD Thames Trader Duple, 41 seats, 2-speed axle, glass roof quarters, many other extras fitted, careful owner, low mileage, choice of three, red interior, pink-grey exteriors, immaculate, from £2,900.

**1954** BEDFORD petrol 38-seater Duple and Plaxton bodies, red and blue interiors, blue-cream exteriors, choice of five, from £1,250.

**1954** BEDFORD diesel Duple, 38 seats, red interior, red-grey exterior, fitted Bedford 300-cu.-in. diesel engines, choice of several.

IMMEDIATE delivery or the following high-class second-hand coaches—

**1961** TROJAN, 13 seats, luxury coach, low mileage, many extras, as new, blue interior, certificate of fitness December, 1960, £1,275.

**1959** BEDFORD petrol Duple, 41 seats, glass roof quarters and many extras, red interior, maroon-ivory exterior, choice of two, immaculate, low mileage, certificate of fitness March, 1960, £2,975.

**1959** BEDFORD PSV, 11 seats, green-cream exterior, certificate of fitness June, 1960, £450.

**1959** (Registered October, 1958) BEDFORD SBI, 41 seats, Duple 41 seats, red interior, fawn-brown exterior, one owner, very clean, certificate of fitness October, 1960, £3,050.

**1958** BEDFORD petrol Duple, 41 seats, choice of four clean coaches, used high-class touring, autumn tint and red interior, green and brown-yellow exterior, certificate of fitness 1960, from £2,475.

**1957** BEDFORD Duple, 41 seats, brand new 300 diesel engines being fitted with complete sound insulation, red interior, red-maroon exterior, choice of two tidy coaches, certificate of fitness 1964, £2,850.

**1957** BEDFORD Burlingham, 37 seats, red interior, gold-maroon exterior, certificate of fitness 1964, £2,450.

**1957** BEDFORD Duple, 37 seats, Formica sides, blue interior, blue-grey exterior, low mileage, immaculate, certificate of fitness May, 1964, £2,400.

**1956** BEDFORD Burlingham, 41 seats, red interior, maroon-ivory exterior, specimen coach, one owner, reconditioned May 1961, £2,250.

**1955** Model Bedford Yeates Riviera, 36 seats, red interior, red-ivory exterior, one owner, very clean, certificate of fitness September, 1960, £1,650.

**1954** BEDFORD Duple Super Vega, 38 seats, blue interior, blue-cream exterior, one owner, reconditioned, certificate of fitness March, 1964, £1,650.

**1953** BEDFORD Duple Super Vega, 35 seats, lift-up vents, courier seat, heater, clean vehicle, green interior, cream exterior, certificate of fitness 1963, £1,150.

**1953** Registered A.E.C. 7.7 Yeates, 37 seats, full front, autumn tint interior, maroon-cream exterior, six good tyres, clean and attractive coach, certificate of fitness March, 1963, £675.

**1952** DENNIS Falcon, 5.5-litre engine, Plaxtons, 35 seats, Eaton 2-speed axle, red interior, cream-blue exterior, certificate of fitness October, 1961, £595.

**1952** BEDFORD Duple, 36 seats, red interior, red-cream exterior, heater, £1,050.

**1952** BEDFORD Duple, 33 seats, autumn tint interior, red-grey-cream exterior, very clean, certificate of fitness 1963 £1,050.

**1952** BEDFORD Gurney Nutting, 36 seats, autumn tint interior, green-ivory exterior, certificate of fitness 1962, £795.

**1952** DENNIS Lancel 110A Strachans, 37 seats, full front, one owner, certificate of fitness April, 1962, £250.

**1950** DAIMLER CUD6 Gurney Nutting, 35 seats, lift-up vents, full front, red interior, red-grey exterior, certificate of fitness 1962, £750.

**1950** A.E.C. 9.6 Duple, 35 seats, full front, red interior, red-cream exterior, very clean, certificate of fitness February, 1964, £50.

**1950** AUSTIN Kenex, 32 seats, red interior, brown-ivory exterior, certificate of fitness May, 1963, £395.

**1948** 47 BEDFORD Vista, 29 seats, choice of several clean coaches, certificate of fitness 1962-63, from £225.

WE specialize in speedy crash repairs. All trimming, painting, signwriting, steam-cleaning and body-building can be carried out at our modern premises. We can normally hire you a coach while your vehicle is being repaired. Our representative will be delighted to call on you to discuss your requirements without obligation.

**E. J. BAKER AND CO. (DORKING), LTD.**  
COACH SPECIALISTS OF THE SOUTH.  
FARNHAM, SURREY. 923-84

## PEARL GARAGES, LTD.

**A.E.C.** 9.6 33-seater half-cab, 1949, certificate of fitness to 1963.

**A.E.C.** 9.6 33-seater full-front, 1950, certificate of fitness to 1963.

**DENNIS** Lancel 35-seater half-cab, 1947, certificate of fitness to 1963.

**DENNIS** Lancel 35-seater half-cab, 1949, certificate of fitness to 1963.

**BEDFORD** Vista 29-seater, 1949, certificate of fitness to October, 1962.

NEAR offer accepted for any of the above.

COMPLETE engine and spares for 9.6 A.E.C.

37 SOUTH FALING RD., London, W.5 Ealing 9046, 923-408

## Used Passenger Vehicles (contd.)

**ARLINGTON MOTOR CO., LTD.**  
LONDON'S LEADING PASSENGER AND  
COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE—  
HIGH ROAD, PONDER'S END, ENFIELD, MIDDLESEX.  
Howard 1266.

### NEW 1961 MODEL COACHES.

#### IMMEDIATE DELIVERY FROM STOCK—

**BEDFORD** SBI, petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater, radio and many other extras, finished red and cream.

**BEDFORD** SBI, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras fitted, finished cream.

**BEDFORD** SBI, 300-cu.-in. oil engine, Harrington 41-seater Crusader, glass roof quarters, Formica panel, radio and other extras, finished cream and red.

**BEDFORD** SBI, 300-cu.-in. oil engine, 5-speed gearbox, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER CHASSIS.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.  
Victoria 6033.

### NEW COACHES FOR IMMEDIATE DELIVERY

**A.E.C.** Reliance, air brakes, Plaxton Embassy 41-seater, central entrance, glass roof quarters, heaters, Formica panels, finished grey.

#### A SELECTION OF 50 USED COACHES

##### IN STOCK—

### BEDFORD.

CHOICE of 10 1956-57-58-59 41-seater Duple, Plaxton and Burlingham coaches, petrol engines, all with current certificates of fitness.

CHOICE of 12 1951-55 33-38-seater Duple, Plaxton, Burlingham, Harrington coaches, petrol and diesel engines, all with current certificates of fitness.

CHOICE of several 1946-50 BEDFORD 29-seater Duple Vista coaches, with current certificates of fitness.

### A.E.C.

CHOICE of six 1954-58 Reliance 41-43-seater Duple and Burlingham coaches, with current certificates of fitness.

CHOICE of six 1951-52 Mark IV 9.6 Burlingham, Yeates, Heaver coaches, all with current certificates of fitness.

### LEYLAND.

CHOICE of four 1951-52 Royal Tiger 39-41-seater Harrington coaches, all with current certificates of fitness.

CHOICE of several 1947-50 PS1-1 and Comet, Duple and Burlingham coaches, with current certificates of fitness.

### COMMER.

**1956** TS3 (diesel) 41-seater Duple, finished cream-orange, with current certificate of fitness.

**1950** Avenger (petrol) 33-seater, All-weather coachwork, finished cream and brown, certificate of fitness 1963.

ALL THE ABOVE COACHES ARE OFFERED AT ATTRACTIVE PRICES AND INSPECTION AND DEMONSTRATION CAN BE ARRANGED FROM OUR DEPOTS AT—

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Cardiff 28734.

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Sudbury 2301.

MITCHELL LANE, VICTORIA STREET, BRISTOL, 1.  
Bristol 27063.

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923-150

### COACHES AND COMPONENTS, LTD.

459-75 HOLLOWAY ROAD, LONDON, N.7.  
Archway 2647 (five lines).

### DIESEL.

**1960**, April, BEDFORD 41-seater Super Vega, £3,195; grey-pink.

**1959**, May, BEDFORD 41-seater Super Vega, £2,895; blue-grey.

**1959**, March, BEDFORD-LEYLAND 41-seater Super Vega, £3,150; blue-grey.

**1958**, April, BEDFORD 41-seater Super Vega, £2,750; red-ivory.

**1958**, April, BEDFORD-LEYLAND 36-seater Continental, £2,975; blue-grey.

**1955**, May, BEDFORD 38-seater Super Vega, £1,395; cream-blue.

**1953**, July, BEDFORD 35-seater Super Vega, £1,250; red-cream.

### PETROL.

**1959**, May, BEDFORD 41-seater Super Vega, £2,795; blue-grey.

**1958**, June, BEDFORD 41-seater Plaxton, £2,650; cream-blue.

**1958**, May, BEDFORD 41-seater Burlingham, £2,595; maroon-cream.

**1957**, April, BEDFORD 41-seater Super Vega, £2,250; cream-blue.

**1956**, March, BEDFORD 41-seater Super Vega, £2,095; green-cream.

**1955**, April, BEDFORD 38-seater Super Vega, £1,695; green-ivory.

**1954**, April, BEDFORD 38-seater Super Vega, £1,550; red-cream.

CHOICE of several of each vintage in stock! 923-397

## Used Passenger Vehicles (contd.)

### END OF SEASON BARGAINS.

IF YOU HAVE NOT RECEIVED OUR VERY SPECIAL SALE PRICE LIST SEND FOR YOUR COPY NOW.

BETTER VALUE THAN EVER BEFORE IN S.M.T. RANGE OF USED COACHES. EXAMPLES FROM OUR LARGE AND COMPREHENSIVE STOCK INCLUDE—

**1958** BEDFORD Plaxton SBI 41-seater full luxury coach, certificate of fitness February, 1965, £2,850.

**1959** BEDFORD Plaxton 41-seater coach, certificate of fitness November, 1965, £2,950.

**1958** BEDFORD Duple 41-seater coaches, choice of two top quality machines, £2,650 each.

**1957** BEDFORD Plaxton 38-seater coach, many extras, certificate of fitness April, 1964, £2,550.

**1955** BEDFORD Plaxton 36-seater full luxury coach with many extras, certificate of fitness 1965, £1,995.

**1956** BEDFORD Plaxton 41-seater full luxury coach, just been recertified, certificate of fitness to 1966, £2,275.

**1955** BEDFORD Duple 36-seater coach with R6 diesel engine in good condition, certified to March, 1965, £1,450.

**1954** BEDFORD Duple 36-seater coach with R6 diesel engine in excellent condition, certified to April, 1963, £1,350.

**1953** BEDFORD Burlingham 35-seater coach with Leyland Comet diesel engine, certificate of fitness 1963, £1,350.

**1952** BEDFORD Duple 32- and 35-seater coaches in excellent condition at prices from £950.

**1952** BEDFORD Plaxton 33-seater coach, certificate of fitness 1962, £750.

**1955** COMMER Plaxton 41-seater coach, diesel, certificate of fitness 1965, £2,150.

**1954** COMMER Plaxton 39-seater coach, diesel, £1,750.

**1954** SEDDON Duple 41-seater coach, certificate of fitness December, 1963. Outstanding value at £1,400.

### DEMONSTRATIONS

#### WITHOUT OBLIGATION

#### ANYWHERE.

FOR A BETTER DEAL CONSULT THE COACH EXPERTS.

PART-EXCHANGES WELCOMED.

HIRE-PURCHASE FACILITIES FROM 10% DEPOSIT, OFFICIAL FITTING AGENT FOR

**TETCALEMIJ SYNDROMIC AND A.C.L.**

### AUTO-LUBRICATION.

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177-205 FINNIESTON STREET, GLASGOW, C.3.

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STATION BRIDGE, WEALDSTONE.

MIDDLESEX.

**1951** MAUDSLAY 39-seater coach, certificate of fitness 1963.

**1949** COMMER Avenger Plaxton 33-seater, certificate of fitness 1963.

**1949** BEDFORD O.B. Thurgood 29-seater, uncertified, 10 years' certificate, suitable for workmen or mobile shop.

**1948** DENNIS Lancel, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE. HIRE-PURCHASE.

PHONE, HARROW 1031. 923-42  
A51



Used Passenger Vehicles (contd.)

**BARNARD AND BARNARD, L.**  
310-326 SYDENHAM ROAD,  
LONDON, S.E.26.

**NEW** Plaxton Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream.

**NEW** Duple Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

**1961** Thames Yeoman (demonstrator), 41-seater full-luxury Duple body fitted with many extras, interior red moquette, exterior cream and red, small mileage, as new.

**1957** COMMER TS3, 41-seater full-luxury Duple body, fitted with radio, heaters, Formica side panels, lift-up roof lights, in excellent condition throughout, certificate of fitness 1964.

**1956** BEDFORD Super Vega 41-seater, full-luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

**1955** COMMER TS3, 39-seater full-luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

**1953** SENTINEL, 41-seater full-luxury Plaxton body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.

**1953** BEDFORD Plaxton Ventura 35-seater, full-luxury body, fitted heaters, divided seats, in good clean condition throughout, certificate of fitness 1963.

**1952** BEDFORD Super Vega 37-seater, full-luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

**1950** BEDFORD Vista, fitted with a petrol and oil engine, 29-seater, full-luxury Duple body, Formica side panels, in good clean condition throughout, certificate of fitness 1964. Choice of three.

**1949** BEDFORD Mk. II service bus, 31-seater, fitted with Dunlopillo seat, in good clean condition throughout, certificate of fitness 1962.

**SEVERAL** coaches, suitable for workmen and mobile tyre shops, at our premises and inspect the finest selection of late-model vehicles in the country, or let us call on you to demonstrate anything you may require without obligation.

PART-EXCHANGES. HIRE-PURCHASE.  
YOUR FORD DEALERS.

PHONE, SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,  
LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 2330.

923-157

**FRANK COWLEY.**

**200**

**BUSES AND COACHES**

ACTUALLY IN STOCK AND READY  
IMMEDIATE SERVICE.

**1952** LEYLAND Royal Tiger coaches, full air brakes, underfloor engine, no bulkheads, all in excellent condition and certified, choice of four, 1950 each.

**1952** A.E.C. Mk. IV underfloor engine, with full air brakes, 39-seater coach, in very excellent condition throughout, certified 1962, £895.

**LEYLAND** PSI 33-seater coaches, all with good, clean, L sound bodies and good seats, first-class machines, £125 each.

**Bristol** Super 35-seater service buses, 5LW Gardner engines and 5-speed gearboxes, Burlington bodies and seats in almost new condition, certified 1962 and 1963, £120 each, choice of 10.

**1949** A.E.C. Mk. III 34-seater service buses, all with 9.6 engines, full air brakes and crash-type gearboxes, very lovely order and condition, all certified, £340 each.

**1949** A.E.C. high- and low-bridge double-deckers, all fitted with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some R.T. types with all-metal bodies, £350 each, choice of 12.

**GUY** low-bridge 53-seater double-deckers, all with Gardner 5LW engines and 1952 bodies, exceptionally clean, sound machines, £295 each, choice of eight.

**LEYLAND** high- and low-bridge double-deckers, all first-class machines, with very good, sound, modern bodies, choice of 15, certified late 1962, £295 each.

**A** guarantee and are fitted with good serviceable or new batteries.

**FRANK COWLEY.**

3 BLACKFRIARS ROAD,  
SALFORD, 3.

Phone, Manchester, Blackfriars 7577 and Blackfriars 1048.

923-433

**TRANSPORT (PASSENGER EQUIPMENT), L.**

**1949** LEYLAND PSI single-deck service saloon, certificate of fitness 1963, 34 seats, C. H. Roe body.

**1949** GUY Arab 5LW Gardner service saloon, single-deck, C. H. Roe body, certificate of fitness 1962.

**1948-49** DENNIS Lancet 5LW Gardner single-deck service saloons, C. H. Roe bodies, certificate of fitness 1962.

**1943-45** GUY Arab 6LW Gardner double-deckers, Northern Counties bodies, certificates of fitness 1964.

**1943-45** DENNIS Lancet, 6LW Gardner, double-deck Weymann bodies, certificate of fitness 1962-64.

**1945** A.E.C. 35-seater Weymann service saloon, in excellent mechanical condition.

**OAK HOUSE.**

BRUNSWICK STREET,  
MACCLESFIELD.

Phone 4433.

923-6288

Used Passenger Vehicles (contd.)

**STANLEY HUGHES AND CO. LTD.**  
LODGE GARAGE, WHITEHALL ROAD,  
GOMERSALL, NR. LEEDS.  
Phone, Bradford 681144-9.

**SPECIAL PRICES TO CLEAR.**

**NEW** A.E.C. 41-seater Duple Britannia, front entrance.

**NEW** FORD 41-seater Duple, choice of colour.

**NEW** BEDFORD 41-seater Duple, red and cream, one only.

**USED COACHES.**

**1957** A.E.C. Reliance 41-seater Consort, red interior cream and blue exterior, immaculate condition throughout, £2,250.

**1955** A.E.C. Reliance 41-seater Plaxton, blue and cream exterior, £2,350.

**1954** A.E.C. Mark IV 41-seater Plaxton Ventura, red and cream, autumn tint interior, £1,275.

**1952** A.E.C. Burlington 41-seater, cream exterior, autumn tint interior, £1,275.

**1952** A.E.C. Mark IV 37-seater Burlington, immaculate condition, £1,275.

**1951** A.E.C. Mark IV Burlington 39-seater, £1,000.

**1959** BEDFORD 41-seater Plaxton, new Bedford diesel engine, quarter lights, red interior immaculate, £2,850.

**1956** BEDFORD petrol 41-seater, quarter roof lights, leather seating, Formica casing panels, £2,200.

**1955** BEDFORD 36-seater Burlington, exterior two shades of green, interior red, £1,500.

**1955** BEDFORD petrol 38-seater Duple, red interior, £1,650.

**1954** BEDFORD 37-seater Burlington, red and ivory exterior, red flowery interior, £1,200.

**1953** BEDFORD petrol 35-seater Yeates Riviera, red interior, red and cream exterior, £1,200.

**1956** COMMER TS3 41-seater, ivory exterior, autumn tint interior, quarter roof lights, Formica casing panels, 2-speed axle, £2,200.

**1960** FORD 41-seater Duple, 2-speed axle, red interior, red and ivory exterior, many extras, £3,350.

**1959** LEYLAND Tiger Cub 41-seater Burlington, front entrance, 2-speed axle, red interior, red and cream exterior, many extras, £3,850.

**A** Number of all-front and half-cab coaches, petrol and oilers, suitable for bus contracts, schools, etc. SPARES for all types of passenger vehicles.

**HIRE-PURCHASE.** Part-exchange.

**NIGHT PHONE:**

CLECKHEATON 2461-2.

MIRFIELD 2370.

WALES: R. COWDELL, NEWPORT 59866.

923-504

**1953** BEDFORD 37-seater Duple, 8 ft., fitted with heater radio and speech amplification, certificate of fitness May 1963, new engine fitted 1960, very nice condition.

**1952** BEDFORD 33-seater Duple, 7 ft. 6 in., quarter lights, fitted with heater, radio and speech amplification, certificate of fitness April 1962, new engine fitted late 1960, good condition, maroon exterior.

**1955** BEDFORD 37-seater Duple, 8 ft., fitted radio, certificate of fitness 1964, red and cream exterior.

**1954** BEDFORD Duple 8-ft. 36-seater, Perkins R6, maroon and cream exterior, Formica sides, certificate of fitness 1964.

**1959** BEDFORD Duple 8-ft. 41-seater, diesel, all extras, new Bedford diesel engine fitted 26.6.1, certificate of fitness 1965.

**1960** Thames Burlington 41-seater, one owner, certificate of fitness 1967.

**1960** (1961 model) Thames Duple 41-seater, ex-demonstrator.

**1960** BEDFORD diesel Duple 41-seater, one owner, TWO only.

**1961** Models. Thames coaches with Duple bodies. For immediate delivery.

**NEW** 1962 Thames Harrington, Plaxton or Duple. Order now for your own specification and assured delivery for 1962 season.

**FOR** demonstrations at your own convenience phone Mr. Ralph Gill, Waterloo 4959.

**DISPATCH MOTORS.**

246 BOROUGH HIGH STREET, S.E.1.

Waterloo 5991.

923-102

**KIRKBY AND SONS (SALES), L. TD.**

SOUTH ANSTON,

NEAR SHEFFIELD.

**1948** Daimler 6CVD 35-seater, rebodied 1954, full fronted, certificate of fitness 1964, £300.

**1956** BEDFORD 41 Yeates Riviera, green moquette, green and ivory exterior, certificate of fitness 1966, £2,385.

**1955** BEDFORD 36-seater Duple Vega, certificate of fitness 1965, autumn tint moquette, brown and beige exterior, £1,965.

**1958** A.E.C. 41-seater, front-entrance Harrington, semi-service, fitted driver-operated door, £3,150.

**1960** FORD Trader 41-seater Duple Yeoman, certificate of fitness 1967, blue moquette, blue and ivory exterior, £3,250.

**1960** BEDFORD diesel 41-seater Plaxton, grey and blue exterior, red moquette, £3,400.

**SEVERAL** Leyland buses with and without certificates of fitness, from £100.

PLEASE WRITE OR PHONE FOR OUR LATEST LIST OF QUALITY TESTED COACHES.

Phone, Dinnington 541 (four lines) by day.

NIGHT PHONE, MANSFIELD 5395, DINNINGTON

477, WORKSOP 2963.

Southern Area, phone Tavistock 2739.

923-460

Used Passenger Vehicles (contd.)

**DON EVERALL (COMMERCIAL VEHICLES), L. TD.**  
34 CLEVELAND ROAD,  
WOLVERHAMPTON.

**PASSENGER TRANSPORT SPECIALISTS.**

**NEW** FORD Thames Trader, diesel, 41-seater Burlington coach, fitted 2-speed axle, red moquette, ivory exterior, immediate delivery.

**NEW** BEDFORD diesel, fitted 2-speed axles or 5-speed boxes, 41-seater Burlington coaches, immediate delivery, special prices to clear.

**1960** FORD Thames Trader, diesel, 41-seater Burlington coach, £3,200, special price to clear.

**1959** BEDFORD petrol 41-seater Duple Super Vega coach, red and grey moquette, blue and cream exterior, £2,900.

**1959** COMMER TS3 41-seater Duple Super Vega coach, Michelin X tyres, air brakes, heaters, etc., immaculate condition, £3,200.

**1958** BEDFORD 38L LEYLAND Comet, 350 diesel engine, 41-seater Plaxton coach, radio, heaters, etc., certified 1965, £2,850.

**1956** COMMER Beadle 41-seater coaches, choice of front and centre entrances, fitted A.E.C. 5-speed gearbox, overhauled and recertified 1966, £2,400 to £2,600.

**1956** COMMER TS3 41-seater, Plaxton coach, glass roof quarters, heater, etc., certificate of fitness 1966, £2,500.

**1955** BEDFORD petrol 36-seater Burlington coach, certificate of fitness 1965, £1,900.

**1954** GUY Arab, 6HLW underfloor Gardner engine, fitted 41-seater Burlington Seagull body, overhauled and certified 1964, £2,000.

**1953** BEDFORD petrol 35-seater Duple coach, heater, glass roof quarters, certificate of fitness 1965, £1,350.

**1953** BEDFORD petrol 35-seater Burlington coach, certificate of fitness 1963, £1,300.

**1952** LEYLAND Royal Tiger 41-seater Yeates coach, heater, air brakes, etc., being recertified, £1,450.

**1947** LEYLAND PDI 53-seater, low-bridge double-decker, overhauled and recertified 1964, £450.

**SPECIAL END-OF-SEASON SALE.**

NO REASONABLE OFFER REFUSED FOR THE ABOVE.

Wolverhampton 27681.

NIGHTS AND WEEK-ENDS, 32447 AND 22293.

NORTHERN REPRESENTATIVE:

G. LAMB, PHONE, MORECAMBE 1813.

**DON EVERALL (COMMERCIAL VEHICLES), L. TD.**

923-167

**THE MILLBURN ORGANIZATION**

OFFER IMMEDIATE DELIVERY.

**NEW** FORD Thames Burlington Seagull 41-seater coach, June, BEDFORD Super Vega Duple 41-seater luxury coaches, cream exterior, certificate of fitness 1966.

**1959** BEDFORD Yeates de Luxe 41-seater, blue and cream, certificate of fitness 1966.

**1958** COMMER TS3 Duple 41-seater, cream and red, certificate of fitness 1965.

**1958** BEDFORD, Leyland diesel unit, 40-seater Duple bus-type body, high-back seating, luggage boot, green and cream, certificate of fitness 1965.

**1955** ATKINSON, Gardner 5-cylinder underfloor unit, Seagull 39-seater de Luxe, brown and cream, certificate of fitness 1965.

**1955** BEDFORD Duple 36-seater, R6 diesel unit, certificate of fitness 1965.

**1951** LEYLAND PSI 33-seater Burlington full-front 33-seater coach.

**1948** LEYLAND PDI high-bridge M.C.W. 56-seaters (choice of five).

**1945** LEYLAND PDI high-bridge Leyland all-metal 56-seaters; these vehicles have just come off service, in excellent condition and certified up to 1964 (choice of nine).

**1946** LEYLAND PDI high-bridge 56-seater, M.C.W. coachwork.

**A** Number of 1949-50 Alexander all-metal-frame 53-seater low-bridge double-deck buses, excellent order, certificates of fitness up to 1963.

**1948** A.E.C. 7.7 Burlington 36-seater bus, certificate of fitness to 1963.

**A** Number of A.E.C. 7.7 and Leyland PSI 34, 36-seaters, suit public works contractors, bargain prices.

**A** Number of LEYLAND T57 with 7.4 engines and a fitted 1949 Burlington 35-seater bus bodies.

**A** Number of LEYLAND PSI Burlington 31-seater coaches, 7.4 engines 1948-49.

FOR RELIABLE VEHICLES, CONTACT

**MILLBURN MOTORS (PRESTON), L. TD.**

WALMER BRIDGE,

LONGTON, PRESTON, LANCs.

Phone, Longton, Lancs, 3255-6.

WHOSE REPUTATION IS YOUR GUARANTEE OF A GOOD VEHICLE AND A FAIR DEAL.

923-72

**PERCY D. SLEEMAN, L. TD.**

LONDON COMMERCIAL DEALERS.

**1961** COMMER diesel 11-seater, 2,500 miles, P.S.V., 1968, as new.

**1960** BEDFORD diesel 41-seater, choice of two, one Duple one Burlington, small mileage.

**1960** FORD Thames 41-seater Burlington, choice of three, red interior blue or red exterior.

**1952** A.E.C. Mk. IV 41-seater Burlington, red interior, also one 1951 41-seater Burlington and one 39-seater, all with good certificates of fitness.

**1948** LEYLAND P.F.I. semi-coach, 32 seats, in moquette, heater, body sound, good mechanical condition, certificate of fitness 1963.

**91 COWLEY ROAD,**

UNBRIDGE, MIDDLESEX.

UNBRIDGE (UX) 37847.

After hours, Iver 561.

923-213



## Used Passenger Vehicles (contd.)

### COMBERHILL MOTORS, LTD.

INGS ROAD, WAKEFIELD.

Phone 6771 (10 lines).

**NEW** FORD Trader diesel 41-seater Plaxton Embassy, certified 1966, on available.  
**1959** BEDFORD SB3 petrol 41-seater Duple Super Vega, choice two, Tripex quarter lights, heater, radios, immaculate condition. King 14 ft. 6 in. wide.  
**1959** BEDFORD SB3 petrol 41-seater Burlingham Seagull, heater, certified 1966, 21,000 miles.  
**1958-57** BEDFORD SB3 petrol 41-seater Duple Super Vega, heaters, choice four.  
**1958-56** COMMER TS3 (Routes diesel) 41-seater Duple Super Vega, heaters, choice six.  
**1957** COMMER TS3 diesel 41-seater Beadle Rochester, certified 1964, heater.  
**1956** BEDFORD SB3 petrol 41-seater Burlingham Seagull heater, petrol, certified 1966.  
**1955** COMMER TS3 diesel 39-seater Thurgood, certified 1965, heater, luxury seating.  
**1954** GUY A.ah (Gardner 6LW) 41-seater Burlingham Seagull, heater, certified 1964.  
**1954** A.E.C. Reliance (7.75) 41-seater Burlingham Seagull, heater, radio, 2-tone grey.  
**1954** BEDFORD SB petrol 36-33-seater Burlingham Seagull, certified 1965-62, choice two.  
**1953** BEDFORD SB (petrol) 33-38-seater Duple Vega, Plaxton Envoy, Yeates Riviera and Gurney Nutting, choice several, all certified.  
**1952** A.E.C. Mark IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted, dual blue.  
**1952** A.E.C. Regal Mark IV, 9.6-litre, 41-seater Burlingham Seagull, heater, radio, choice two.  
**1952** COMMER TS3 diesel 41-seater, cream and red heater, certified 1962, £750.  
**1951** LEYLAND Royal Tiger, 9.8-litre, 41-seater Burlingham Seagull, cream-red, heater, radio, 923-483.

### SOUTHERN LIGHT COACH CENTRE.

JOHNS CROSS GARAGE, LTD.

JOHNS CROSS, ROBERTSBURIDGE, SUSSEX.

Phone, Robertsbridge 222, 223, 224.

**FOR** immediate delivery: New Commer Corinthian Burlingham Seagull, finished to operator's requirements. New Trojan rural bus, with red interior, exterior finished to your requirements. List price £1,250.  
**1957** BEDFORD Vega, finished in red and cream-red interior, certificate of fitness to 1964, £2,490.  
**1956** BEDFORD Vega 41-seater, red-cream, certificate of fitness to 1966, £2,250.  
**1953** BEDFORD Plaxton 35-seater, excellent mechanically, certificate of fitness to 1963, £1,375.  
**1951** BEDFORD Vega 35-seater, choice of two from 1950.  
**1951** BEDFORD Plaxton Ventura, 33-seater, 8 ft. cream interior, rustet interior, £1,250.  
**1951** BEDFORD Vega 35-seater, above average, certificate of fitness to 1966, £1,095.  
**1950** COMMER 30-seater, above average condition, certificate of fitness to 1962, £325.  
**A.E.C.** 1949 chassis, 1952 body, in excellent order, 1965.  
**SEVERAL** 1947 onwards BEDFORD Vistas, from £250.

IT COSTS YOU NOTHING TO CALL US.

JUST ASK FOR  
**FREEPHONE 319.**

**WHY NOT MAKE US AN OFFER?**  
**WE DON'T LIKE TO REFUSE THEM.**

923-386

### ERRINGTONS OF EVINGTON, LTD.

**NEW** BEDFORD Diesel Duple Vega 41-seater, two weeks' delivery, special bargain price.  
**1959** BEDFORD 300 diesel Plaxton 41-seater, certified 1966, as new, £3,000.  
**1955** A.E.C. Reliance Burlingham Seagull, 37-seater, radio and heaters, certified 1965, one private owner, excellent condition, £2,325.  
**1953** BEDFORD Duple Super Vega, 35-seater, certified October 1963, £1,200.  
**1952** DENNIS Lancet, full-fronted Yeates, 37-seater luxury body, very clean, certified 1962, £685.  
**1951** LEYLAND Royal Tiger Burlingham Seagull, 39-seater, radio and heaters, good tyres, 1950.  
**1958** November, MORRIS PSV Kenecoch, 11-seater facing forwards, certified 1965, excellent condition, £425.  
**1947** LEYLAND PSI Burlingham 33-seater, certified 1962, £385.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, LEICESTER.

Phone 38102-3. 923-251

### W. S. YEATES, LTD.

DERBY ROAD, LOUGHBOROUGH

**MORE** and more operators are turning to Yeates for complete coach service. Very good second-hand coaches, carefully checked and serviced, new coaches and service buses of every type, skilled repairs and full after-sales service.  
**WE** can offer new Bedford, A.E.C., Commer and Burlingham bodies, for immediate delivery.  
**THE** new front entrance BEDFORD (available only from Yeates) delivery September for both luxury and service bus (44-seater) types.  
**WHATEVER** kind of second-hand coach you need we can be sure of offering you one in best possible condition at thoroughly reasonable price. Write or phone for a complete list which gives full description and price, or contact us at Loughborough (phone 4321). Our area representatives will be happy to give you immediate personal attention.

**THE ONLY COMPLETE SERVICE TO COACH OPERATORS THROUGHOUT GREAT BRITAIN.**

W. S. YEATES, LTD.

PHONE, LOUGHBOROUGH 4321 (P.B.X.). 923-3

## Used Passenger Vehicles (contd.)

### BIRMINGHAM COACH SALES, LTD.

44 INGE STREET (NEXT TO HIPPODROME).

BIRMINGHAM, 5.

Phone, Midland 1355.

**NEW** 1961 FORD Duple for immediate delivery.

**1958** COMMER TS3 41-seater Plaxton, radio, three heaters.  
**1958** BEDFORD petrol 41-seater, Burlingham body.  
**1957** BEDFORD 41-seater Duple, wireless, P.A.  
**1954** BEDFORD 36-seater Yeates, exceptionally clean vehicle, excellent tyres.  
**1953** GUY 6LW 41-seater Metalcraft, resented, certificate of fitness 1963.  
**1952** BEDFORD 29-seater Duple, reclining seats.  
**1950** Psl and P52 LEYLAND 33-seaters, Harrington, certificates of fitness 1963 and 1964.

**WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.**

### BIRMINGHAM COACH SALES, LTD.

44 INGE STREET (NEXT TO HIPPODROME).

BIRMINGHAM, 5.

Phone, Midland 1355.

AFTER HOURS, WOLVERHAMPTON 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

923-165

### TAYLORS (P.S.V.) LTD.

WORCESTER STREET AND EASTERN AVENUE.

GLOUCESTER

Phone, Gloucester 22228.

**OFFER** the following good used vehicles at lowest prices—  
**1961** Thames Plaxton, 41-seater, heater, wheel disc, maroon-grey, £3,950.  
**1960** Thames Duple, 41-seater, choice of two, fitted radio, heater, disc, £3,100.  
**1959** Thames Plaxton, 41-seater, radio, speech amplification heaters, disc, £2,950.  
**1959** Thames Burlingham, 41-seater, radio, speech amplification, disc, £2,700.  
**1960** BEDFORD Burlingham, 41-seater, very clean vehicle, fitted radio, heater, disc, £2,900.  
**1957** BEDFORD Duple, 41-seater, choice of three, certificates of fitness 1966 fitted radio, heater, £1,950.  
**1955** BEDFORD Duple, 35-seater, radio, heater, £1,550.  
**1954** BEDFORD Duple, choice of two, certificate of fitness 1964, £1,150.  
**1954** 29-seater, Thurgood body radio, heater, disc, certificate of fitness 1965, £1,000.  
**ALSO** a few P51 and P52 A.E.C. Regals, Mk II and III, full fronts and half cabs must be cleared, no reasonable offer refused. 924-6311

### STOCKLAND GARAGE, LTD.

MARSH HILL, ERDINGTON.

BIRMINGHAM, 23.

Phone, Erd 2488

### FIVE-YEAR CERTIFICATES.

**1951** LEYLAND Royal Tiger Yeates 41-seater, blue and cream, red interior.  
**1951** LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, choice of two.  
**1953** LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, certificate of fitness 1963.  
**1953** BEDFORD Duple 35-seaters, blue and cream, certificates of fitness 1962.  
**1952** LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue and cream, certificate of fitness 1962.  
**1950** A.E.C. 7.7 33-seater Burlingham full-front, completely reconditioned, exterior in primer, painted to customers' requirements, certificate of fitness 1964.  
**1948** FODEN, 6LW Gardner, Windover 33-seater, blue and cream, fawn interior, certificate of fitness 1963.  
**WE** are prepared to submit vehicles with short-term certificates to M.O.T. for recertification at customers' request. 923-141

### ALF MOSELEY, LTD.

FORD THAMES P.S.V. DEALERS.

**1960** FORD Thames Duple 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue with K-type moulding, choice of two, £3,450.  
**1958** BEDFORD Duple Super Vega 41-seater, brown-fawn interior, with heaters and radio, exterior cream-blue, certified 1965, note the price, £2,685.  
**1956** BEDFORD Yeates Riviera 41-seater, red interior, with radio and top sliders, exterior cream and red, certified November, 1965, £2,285.  
**1955** BEDFORD Burlingham Seagull 36-seater, red interior, with Formica casings, heaters, etc., exterior red and cream, certified February, 1965, £1,785.  
**1954** BEDFORD Duple Super Vega 36-seater, brown-blue interior with heater, exterior cream and light blue, certified May, 1954, £1,585.  
**1952** BEDFORD Plaxton 33-seater, blue interior, heater exterior two shades of blue, £1,185.  
**1952** BEDFORD Duple Super Vega 35-seater, blue interior with heater, exterior repainted cream and red, certified May, 1962, £1,285.  
**1951** LEYLAND Royal Tiger, Bellhouse Hartwell 41-seater, red interior, with heaters, exterior grey and red, certified 1963, price £1,185.  
**1950** October, DENNIS Lancet III, Yeates full-front 37-seater, green interior, exterior recently repainted red and cream, certified 1963, £750.

### K NIGHTHORPE ROAD.

LOUGHBOROUGH, LEICS.

Phone 4777 (two lines). 923-310

## Used Passenger Vehicles (contd.)

### LUTON COMMERCIAL MOTORS, LTD.

THAMES HOUSE, DUNSTABLE.

### MAIN FORD DEALERS

**1961** May, BEDFORD SBI Plaxton C-type Embassy 41-seater, radio, heaters, glass quarters, 2-tone Formica, wheel discs, blue-cream exterior, as new.  
**1961** March, Thames Plaxton Embassy 41-seater, Eaton 2-speed axle, 2-tone Formica, public address, heaters, wheel discs, red-ivory exterior.  
**1961** January, BEDFORD SBI Plaxton C-type Consort 41-seater, red-ivory many extras.  
**1961** January, BEDFORD SBI Yeates Europa 41-seater, plus courier, 2-speed axle, front entrance, many extras.  
**1960** BEDFORD SBI Plaxton C-type Consort 41-seater, many extras.  
**1960** Thames Plaxton Embassy 41-seater, Eaton 2-speed axle, many extras.  
**1960** BEDFORD SBI Plaxton C-type 41-seater, 5-speed bus, many extras.  
**1959** August, BEDFORD SBI Plaxton 41-seater C-type Consort, many extras.  
**1958** BEDFORD SBI Plaxton 41-seater, just fitted with brand-new engine, glass quarters, radio, heaters, certificate of fitness 1965 (December).  
**1955** BEDFORD Duple petrol-engined 36-seater coach, with heaters, wheel discs, certificate of fitness 1964. 923-53

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**NEW** FORD Trader 41-seater super coach, nearing completion, red interior, exterior finished to your instructions, 2-speed axle, many extras, £4,090.  
**1957** BEDFORD Vega (41), petrol, 8-ft. wide, cream and brown, red interior, radio, heater, disc, £2,275; another red and cream.  
**1955** November, BEDFORD (40) all-metal bus, certificate of fitness 9.6.66.  
**1952** May, BEDFORD Vega (35), maroon and cream, 7 ft. 6 in. wide, in condition, certified. £975; another, two blues.  
**1950** October, COMMER Avenley luxury coach (31-33), maroon and cream, detachable bulkhead, certificate of fitness 5.4.65, £425.  
**1949** SEDDION (29) luxury coach, red and cream, certificate of fitness 1963, £375.  
**1948** 7 Vistas, choice of six, from £175.  
**REPAIRS**, all types, also interiors throughout, or complete new seats (cheapest in trade).  
**PHONE**, Ware 2383; night, 2896. 923-75

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COACHES.

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**£95.** 1948 BEDFORD Vista, 29 seats, certified December, 1962.  
**£185.** 1948 A.E.C. Mk III, 9.6-litre engine, Burlingham luxury coach, 33 seats, certificate of fitness October, 1962.  
**£275.** 1944 GUY, 5LW Gardner engine, re-bodied 1953, low-bridge, 53 seats, 8-ft. wide, certificate of fitness September, 1963.  
**£160.** 1949 GUY, 38-seater, single-decker bus.  
**£95.** 1946 DAIMLER high-bridge double-deckers, 56 seats, suitable for contractors.

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**NEW** 1961 Burlingham 41-seaters.

**NEW** 1961 Plaxton 41-seaters.

### FOR EARLY DELIVERY.

**1960** FORD Plaxton, quarter lights and many extras.  
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**1959** BEDFORD Yeates 41-seater.  
**1958** BEDFORD Plaxton.  
**1958** BEDFORD Duple 41-seater.  
**1956** COMMER TS3 41-seater.  
**1952** BEDFORD Plaxton 33-seater; choice of two.

**VARIOUS** petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

### LES GLEAVE, LTD.

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AFTER 8 P.M., PHONE SANDBACH 881 OR

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453

### Used Passenger Vehicles (contd.)

**1956** COMMER TS3, 41 Duple, new engine and repaired, 5-year certificate of fitness, £2,450.  
**1950** LEYLAND PS1 Burlingham full-front 35-seater, £650.  
**1959** BEDFORD 29-seater Duple Vista, £1,950.  
**1959** BEDFORD 41 Plaxton, diesel, £2,950. H.P. and exchanges.  
**1948** BEDFORD 29-seater Duple Vista, no certificate, engine bad, £120.  
**29** Brand-new Duple seats for sale, £215.  
**CONWAY HUNT, LTD.**, Brox Rd., Ottershaw. Phone, Ottershaw 461, day and night. 923-506

**FOR** sale, 12-seater Utilabus P.S.V., first registered October, 1959, 12,500 miles only, as new, £575, for quick sale. De Luxe Coaches, Alford, near Cranleigh, Surrey. Phone Loxwood 355. 923-x6531

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**1947** LEYLAND PD1 53-seater, in first-class condition, certificate just expired, £175.  
**TWO** BRISTOL single-deck 35-seaters, first-class condition throughout, certificate of fitness June and December, 1962, £300 each.  
**LARGE** selection of spares, including brand-new front and rear springs for Leyland TD's. Fuel pumps, etc.  
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**THREE** 1961 BEDFORD SBI diesels, 41-seaters, fitted with Plaxton, Burlingham and Duple bodies, from £1,150.  
**1955** LEYLAND Comet, 36-seater Duple body, certificate of fitness 1965, £1,750.  
**FOUR** 1951 ALBIONS, 4-cylinder diesels, 31-seaters, fitted with Duple, Plaxton and Scottish Aviation bodies, certificates of fitness 1964-66, from £475.  
**ALL** machines operating.

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OFFER FROM STOCK NEW BEDFORD PETROL OR DIESEL CHASSIS, DUPLÉ, BURLINGHAM, PLAXTON AND HARRINGTON COACHWORK IN PRIMER FOR IMMEDIATE DELIVERY.

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### New Passenger Vehicles (contd.)

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Automatic lubrication, pneumo-cyclic gearbox. Specification includes rear stabilisers and air brakes, interior furnishings and paint specification to customer's requirements. Fitted with 72-seater high-bridge Alexander body.

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CARLISLE, Carlisle 2542.  
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**1961** Thames 41-seater Burlingham Scagall 61, painted ivory, Eaton 2-speed axle, radio and TA, immediate delivery from stock.  
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**CARRIMORE** close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.  
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**ALWAYS** a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.  
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**AUSTIN** 1959 120-in. prime mover, 2-speed axle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., £995.  
**IMMEDIATE** delivery AUSTIN prime movers, with 2-speed axle, 7.50 x 20 tyres, and a Brockhouse automatic interchangeable coupling.  
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**NEW SCAMMELL** Scarabs, favourable delivery.

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**1956** DODGE 8-ton P6 artic. unit with 23-ft. Scammell trailer, £430.  
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**1955** BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.

**CHANDLER'S MOTORS, LTD.,** 71 Greenwich South St., London, S.E.10. Gre 2033-4. 923-327

### Miscellaneous Vehicles (contd.)

#### BREAKDOWN VEHICLES

**MACK** 6 x 6 chassis and cab, petrol engine, unregistered, £525.  
**ONE** heavy-duty towing ambulance, twin solid tyres, apparently unused, £70.  
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**AUSTIN** 6 x 4 ex-W.D. breakdown truck fitted winch, Harvey Frost double-lift crane, also new diff., etc., in clear. Write Joyner, Brockhurst Farm, Lindridge Rd., Sutton Coldfield. 923-6300

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**BREAKDOWN** vehicle, built November, 1960, on unregistered Chevrolet Viking chassis-cab, Mann Emeron 3-ton twin-winch crane mounted, many spare parts, fitted with cab heater, twin headlamps, flashers, spot lights, etc., genuine 9,000 miles only, absolutely as new throughout.  
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**BEDFORD** QL 4 x 4 with winch, exceptionally clean and sound.  
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**1954** ALBION Chieftain, double-deck cattle truck, 15-ton container body, £585, or terms arranged.  
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**1954** Vanguard estate, one owner, in excellent condition, £255. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0946-8. 923-271

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**LET** us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £350. Two-year guarantee.

**FREIGHT ENGINEERING CO., LTD.,** Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 922-0780

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**DENNIS** Stork, 1955, pantechnic, 1,100 cu. ft., in very good order both mechanically and as regards bodywork, painted dark blue, one previous owner, £350.  
**JACKSON'S GARAGE, Onslow St., Guildford.** 923-6286

**1959** FORD 4D diesel Luton van, 1,200-cu.-ft., in excellent condition. Phone, Glasgow, Rutherglen 800. 923-6290

**1959** September, FORD 6D diesel Luton van, 1,500-cu.-ft., first-class machine. Phone, Glasgow, Rutherglen 800. 923-6291

**1,500** CU.-FT. Luton boxvan, roll shutter, 1955 Perkins P6 engine fore, £350. Phone, Hig 9858. 923-6315

**1958** B.M.C. 5-ton Luton, 900 cu. ft., low mileage, excellent tyres, £495.  
**1955** AUSTIN 5-ton diesel Luton, 800 cu. ft., £325.

**1954** AUSTIN 3-ton pantechnic, 1,200 cu. ft., cheap, £120.  
**1951** KARRIER 5-ton pantechnic, straight, tidy machine, £145.

**1953** AUSTIN 2-ton Luton, 700 cu. ft., 3.4 diesel engine, £200.  
**1958** AUSTIN 1-ton van with raised roof, £195.

**1958** MORRIS 2-ton B.M.C. diesel van, L.C.F.O. model, £395.  
**1959** COMMER 15-cwt. Superpolse diesel van, £350

**D. D. EASTWOOD (COMMERCIALS),** 27 Aston Rd., North Birmingham, 6. Ast 3467. 923-120

#### H. A. S. SAUNDERS, L. TD.

AUSTIN DISTRIBUTORS.

**AUSTIN** J4 10-12-cwt. chassis-cab with Luton body, in progress.  
**AUSTIN** 152 18-cwt. chassis, fitted with 400 c.c. Luton body, available.  
**AUSTIN** 152 18-cwt. chassis, fitted with large-capacity boxvan body, available.

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**AUSTIN** 3-ton petrol and diesel chassis-cabs, fitted with 1,075 c.c. Luton bodies, available.

**ALWAYS** a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

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**1958** COMMER TS3 1,800-cu.-ft. pantechnic, low-loadline, in exceptionally good order, one owner, C. licence, £750. Terms and exchanges.  
**RUSH GREEN MOTORS, Langley, Hitchin, Herts.** Stevenage 174. 923-242

**1956** B.M.C. 5-ton Luton van, 1,900 cu. ft., 5.1 diesel, very clean, ready to go to work, £574. Phone, Mepney Green 5522. 923-173

**TWO** 1957 MORRIS 30-cwt. diesel vans, 450 cu. capacity. Fibreglass roof, roller shutter rear, excellent condition, £325 each. Riverside Garage, Dock Rd., Tilbury. Phone, Tilbury 2646. 923-172

**IMMEDIATE** delivery new BEDFORD diesel 5-ton 1,250-cu.-ft. Luton (at Cardiff). Arlington Motor Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. Howard 1256. 923-204

## Miscellaneous Vehicles (contd.)

**A**S-NEW 1957 BEDFORD 800-cu.-ft. Luton van, just had £300 spent on it, real bargain, £495. Mr. A. Hales, 7 Manor Rd., Wals, Nr. Sheffeld. Phone, Kiveton 476. 923-438

**B**LUEBIRD "Hi-bulk" Lutons, ex stock. Morris J2 440 c.c., £702 10s, unpainted; 2-ton FG S200 diesel, 620 c.c., £1,147 unpainted. Croftons, Bishopgate 3393. 923-411

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**1961** MORRIS-COMMERCIAL 30-cwt. Luton van, mileage 750, bargain at £1,000 or offer.

**1961** MORRIS 5-ton Luton 1,850 cu. ft.

**1947** Thames artic., 1,850-cu.-ft. trailer, fitted out as showroom, ideal for mobile shop.

## BIRMINGHAM COMMERCIAL MOTORS, LTD.

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**1956** BEDFORD diesel Luton, approximately 1,200 cu. ft. exceptional condition throughout.

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**1956** BEDFORD 5-type diesel, large-capacity van body, fitted hydraulic lift.

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**1954** ATKINSON 8-tonner, 4LW Gardner, van body, 20 ft. length, 7 ft. 6 in. inside height, ready for work.

**R. YLAND GARAGE, LTD.,** Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 923-284

**1948** LEYLAND P51 Luton van, 1,800 cu. ft., £300. Siringiclow Bros., Ltd., 3 Library St., Wigan. 923-x0746

## Luton Vans and Pantechnicons Wanted

**W**ANTED. 1956 pantechnicons from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandlers Motors, Ltd., 71 Greenwich South St., S.E.10. 923-326

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**S**MITHS used Karrier Bantam long-chassis, 1960, completely equipped, including Carrier's grocery shop, mileage under 5,000. £1,475. Also Commer diesel, 1957, £850, and Karrier Bantam long-chassis, 1960, 350 miles only, £1,375. Also Fordson Thames Trader, 1960, with deep freeze, £1,495, and Bedford Fordson and Morris used mobile shops and canteens. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 923-37

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**S**PECIAL offer new 4-berth caravan Series I, £100 off list price. Large selection of new and used vehicles always in stock. A. Gray and Co., Ltd., Woodbridge Meadows. Guildford 6060. 923-188

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**R**OAD sweeper collector, Bedford-Lacre, 1954, ex-county council, good condition, £250. G. E. Neville and Son, Ltd., Mansfield 2070. 923-6322

**O**NE 1950 Lewin Nippes road sweeper, petrol engine, tipping body, water spray. Inquiries. Phone, Deansgate 4391. 923-6321

**O**NE Yorkshire gully emptier on carrier chassis, £135. Lawrence, Altrincham, Derbys. Phone 505. 923-541

**C**OMMER Perkins P6, power-operated road sweeper, £195. Hawkins, Green Street Green, Dartford, Kent. 923-498

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REFRIGERATED FULLY INSULATED DETACHABLE ALLOY CONTAINER—10-TON CAPACITY.

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**I**MMEDIATE delivery new Ford Thames Trader 11-ton, 4D diesel, refrigerated van of 320 cu. ft. capacity. Sparshatt container-in-body construction with Prestcold plant and holdover plates for -25 deg. £1,675.

**J. H. SPARSHATT AND SONS, LTD.,** London Rd., J. Halsea, Portsmouth. Phone, Portsmouth 60361. 923-356

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**L**EYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types; list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone Botley 2343. 923-600

**B**EDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon OI 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6 petrol engine, £650 or £800 with diesel engine.

**L. W. VASS, LTD.,** Amptfield, Bedford. Amptfield 3255. 923-841

**1,750**-GALLON stainless steel, single compartment, insulated tank, gravity discharge, brand new, immediate delivery. Barton Townley, Ltd., Lancaster. 923-6313

**1952** MORRIS-COMMERCIAL paraffin tanker, 1,200 gal., three compartments, 300, 400, 300, forward control, rear carrier, good condition, first reasonable offer accepted. Broughton's, Whitebirk, Blackburn 5198. 923-6648

**N**EW 2,000-gal. 4-compartment tanker on B.M.C. 7-ton long wheelbase, 5-speed box, painted green, immediate delivery. Boshier of Norwich, Ltd., Chaffield Road Garages, Norwich. Phone, Norwich 24184-5-6. 923-13

**F**ODEN 6-wheeler double-drive 1850 3-compartment lagged tanker, £575.

**A. E. CONNORSON,** 328 Brixton Rd., S.W.9. Brixton 7802. Standardised 752 1,500-gal. 5-compartment tanker, 3,600-gal. fuel oil tanker; new 4,000-gal. spirit tanker; 2,400-gal. artic. tanker and 2,000-gal. fuel tanker. 923-399

**H**ATTER BROS., Austin Agents, of Grays. Phone, Purfleet 5488. 923-148

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**1952** LEYLAND Octopus, 3,600-gal. fuel oil or spirit tanker with pump; choice of several.

**1956** B.M.C. 1,200-gal. fuel oil or spirit tanker with pump; petrol or diesel; choice of six.

**1956** BEDFORD 1,200-gal. fuel oil or spirit tanker with pump (petrol or diesel); choice of four.

**1953** DENNIS diesel 1,500-gal. 4-compartment spirit tanker.

**1950** AUSTIN diesel 1,000- and 1,200-gal. tankers, choice of 20, from £150 to £250 each.

**1953** BEDFORD articulated 2,400-gal. 4-compartment spirit tanker with pump; choice of several.

**1956** BEDFORD diesel Scammell unit with 2,000-gal. 4-compartment trailer with pump.

**S**EVERAL vehicle tanks only from 800 gal. to 3,600 gal.

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**N**EW hydraulic tipper.

**D**ODGE 7-ton 7-yd. all-metal underbody end-tipper, drop sides, complete in primer. Kin 6136. Globe Auto Service, Ltd., 107 London Rd., Kingston-upon-Thames. 923-819

**F**OUR 1953-55 DODGE hydraulic tippers, wooden and steel bodies, £150-£225. East Greenwich Garage, Trafalgar Rd., S.E.10. Gre 4481-7. 923-55

**L**EYLAND Comet short-wheelbase tipper, forward control, registered 1957, pilot twin-ram gear and alloy body, Eaton 2-speed axle, painted grey primer, choice of three, £450 each.

**A**PPLY Gee's Transport Services, Ltd., Boscombe Lane, Penkridge. Phone, Penkridge 541. 923-6339

## HYDRAULIC TIPPING GEARS AND BODIES AVAILABLE FOR MOST POPULAR MAKES AT

## WELFORD ENGINEERING (OLDBURY), LTD.

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Phone Tipton 2721. 923-138

**F**ODEN long-wheelbase F.G. tipper, all-aluminium body and subframe, Pilot, L. 7 gear, all as new. £1,350. Phone, Guildford 60214 or Normandy 2274. 923-6350

**1959** Trader 7-ton 6-cu.-yd. Anthony drop-side tipper, 6-cylinder petrol engine, running on road, new, only, £390. Godfrey Davis, Ltd., Neasden Lane, N.W.10. Doi 8090. 923-6351

**1954** A.E.C. 9.6 6-wheel tipper, 22-yd. 3-piece drop-side wooden body, Edbro gear, air brakes. £1,150.

**C**HAMBERS ENGINEERING, Western Turville, Aylesbury. Stoke Mandeville 2282. 923-94

**29,000** Miles only. BEDFORD 5-cu.-yd. steel drop-side tipper, first received 1958, £475. Wray Park Garages, Ltd., Reigate 2263. 923-376

## Miscellaneous Vehicles (contd.)

**1960** BEDFORD 5-type long-wheelbase bulk tipper, 300 engine, 2-speed axle, very low mileage, in first-class order.

**1960** BEDFORD J-type tipper, 300 engine, 2-speed axle, Edbro twin-ram, in excellent order, choice of three.

**1960** DODGE 6-wheel tipper with Leyland 350 engine, 2-speed axle, air brakes, Edbro twin-ram rear, in very good order, well maintained.

**1960** COMMER TS3 10-yd. tipper, air brakes, low mileage, in excellent order.

**1951** A.E.C. 8-wheel tipper with large alloy body, 9.6 engine, 5-speed box, air brakes, all new tyres, late property of well-known firm, in first-class order, £600.

**1949** A.E.C. 8-wheeler tipper with large wooden body, nearly new tyres, 9.6 engine, double-drive, in first-class running order, £750.

**1959** Thames Trader long-wheelbase bulk tipper, in good running order, £650.

**A**LSO many other good tippers in stock.

**R**USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 923-245

## BROWNHILLS MOTOR SALES.

**L**EYLAND. **A**LBION. **S**CAMMELL.

**1958** DODGE long-wheelbase tipper, 350 engine, £600.

**1957** LEYLAND long-wheelbase tipper, reconditioned engine, Eaton axle, £850.

**1957** COMMER TS3 short-wheelbase tipper, £400.

**1956** COMMER TS3 short-wheelbase tipper, £300.

**1957** COMMER TS3 short-wheelbase tipper, £450.

**1956** DODGE R6 short-wheelbase tipper, Eaton axle, £450.

## BROWNHILLS MOTOR SALES.

WATLING STREET (A5),  
BROWNHILLS,  
STAFFS.  
Phone, Brownhills 2307, 2336 and 2392. 923-11

**1959** Thames Trader diesel tipper, less gearbox and differential, £240. Also 1961 18-cu.-yd. 6-wheeler double-drive Thames Trader, low mileage, in excellent condition, £1,750. J. R. Swanson, Colnbrook 274. Bucks. 923-2

**1959** Short-wheelbase COMMERS TS3 diesel, wood and steel bodies, choice of two.

**1959** FORD Trader steel-bodied short-wheelbase tipper, choice of two.

**G**RANTHAM COMMERCIALS, 97 Barrowby Rd., Grantham. Phone 133. 923-34

**1960** FORD Trader 7-ton diesel short-wheelbase Hydraulic brake tipper, £750.

**1960** FORD Trader 7-ton diesel short-wheelbase tipper, £625.

**1959** BEDFORD forward-control short-wheelbase tipper, diesel, 7-ton, £485.

**D**AWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 923-26

**1960** COMMER TS3 long-wheelbase double-ram tipper, 14-ft. 6-in. body, 4-ft. 6-in. sides, air brakes, first-class machine, £875. A. and L. Vehicle Supply Co., Gravel Lane, Salford. Phone, Manchester, Blackfriars 1511. 923-50

**1952** FODEN 6-wheel double-drive high-sided tipper, 16LW Gardner, £450. Pearl Street Garage, 9 Woodhouse Rd., Sheffield 29139, 399529. 923-467

**1955** Comet long-wheelbase, £550.

**1951** Comet short-wheelbase, £265.

**1954** DODGE 7-ton short-wheelbase, R6 engine, £265.

**JOHN HUDSON,** Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 923-471

**N**EW BEDFORD TK diesel 7-ton, Telehoist tipper, 2-speed axle, 9.00 x 20 tyres, immediate delivery.

Silver Line Motors, Welwyn Garden City. Phone 2411. 923-111

**N**EW and used Thames Trader tippers, also quantities of 1959-60 Bedford tippers and various tractors, HAs and trailers.

## HACKETTS DISPOSALS, LTD.

ACE OF SPADES GARAGE,  
BUTLEY, NEAR MACCLESFIELD.  
Phone, Prestbury 9643. 923-49

**S**EVERAL used ALBION Chiefstain diesel tippers, ready for use, from £150 to £200.

**T**HE RELIANCE GARAGE CO. (BRIGHOUSE) Wakefield Rd., Brighouse, Yorks. Phone, day, Brighouse 1677; night, Bradford 78486 or 71077. 923-43

**G**REEN GARAGE, Beddley 260. 7-ton 108-in. diesel Trader tipper, twin-speed axle, 12-ply tyres, new. 923-467

**1960** BEDFORD 7-ton tipper, 2-speed axle, £560.

**1956** Long-wheelbase BEDFORD diesel tipper, 300 engine, £275.

**J**ACKERB AND CO., Maybells Farm, Ripple B., Barking, Essex. Dominion 5583. 923-41

**1958** ATKINSON 8-wheeler, 26-yd. body.

**1959** ATKINSON 8-wheeler, 6LX bulk body.

**1959** E.R.F. 8-wheeler, bulk Fibreglass body, unladen weight under 8 tons.

**R**YLAND GARAGE LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 923-2

A55



## Miscellaneous Vehicles (contd.)

**1961 MORRIS** 7-ton diesel, Edbro 6-cu.-yd. all-steel tipper, registered as demonstrator, low mileage, as new, 9,000 x 22 tyres, 5-speed gearbox, £1,450. Wexsex Motors, Ltd., Salisbury, Phone 3275. 923-301

**ATKINSON** 1955 8-wheeler tipper, 61W, double drive, T. and G. alloy body, 25 cu. yd., £1,500 o.n.o. Nevilles Garages, Ltd., Eastwood, Notts. Phone, Langley Mill, 2223. 923-85766

**1954 LEYLAND** Steer, 600 engine, fitted with 19-ft. steel tipping body, very good order throughout.

**1959 FORD** 7-ton Trader, 160-in. wheelbase, fitted 4-ft. fixed-side steel tipping body and 2-speed axle.

**1959 J-type BEDFORD** three-quarter-wheelbase, steel tipping body, 2-speed axle.

**R. JUSTICE**, Winter Chases, Underwood, Notts. Phone, Langley Mill 3182. 923-520

**A. SPRINGALL**, LTD.

**T. HAMES** Trader 6-cu.-yd. tipper, 200 miles only, virtually as new, £1,250.

**A. SPRINGALL**, LTD., Plumstead Common, S.E.18. Woolwich 5313. 923-353

## Tipping Lorries Wanted

**WANTED**, BEDFORD A-type petrol- or diesel-engined short-wheelbase tippers with or without bodies. Faulkners (Transport), Ltd., Wallington, Farnham, Hants. Phone, Fareham 4234. 923-871

**WANTED**, three 8-wheel tippers, double-drive axles; also two 8-cu.-yd. tippers. Hamilton and Prest-n, Enniskillen, N.I. Phone, Enniskillen 2250. 923-6283

**BEDFORD D-type** short-wheelbase petrol tipper required, complete and in good running condition, including metal body. Faulkners (Transport), Ltd., Farnham, Hants. Phone, Fareham 4234. 923-6330

**20 Lorries**, preferably tippers, required on a Contract A licence. Vehicles must be in a good condition. Apply Ivan Randall and Co., Ltd., High St., Winchester, Gloucestershire. Phone 266 or 267. 923-80

**6 WHEEL** double-drive tipper, 10-yd. capacity, Box CM238, care of "The Commercial Motor," 923-x6786

**WANTED**, 1959-60 7-ton diesel drop-side tipper, unladen weight up to 4 tons. Jones, Pandy Garage, Cheltenham, Gloucestershire. 923-x6739

## TRACTORS

**1959 B.M.C.** tractor unit, 5.1-litre diesel engine, 2-speed axle, 9.00 x 20 Michelin X tyres only slightly worn, fifth wheel coupling, vacuum brakes, heater etc., owner driven £700. Furrows, Ltd., Colton Hill, Shrewsbury, Phone, Shrewsbury 3631. 923-6302

**1951 BEDFORD** petrol 10-ton tractor, S-type, Eaton 2-speed axle, choice of two.

**MERTON ENGINEERING CO., LTD.**, Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 923-110

**1960 FODEN**, fitted drop-side Tasker twin-axle trailer, air brakes, 12-speed gearbox, C licence, one owner, as new.

**A. E. CONNORTON**, LTD., 328 Brixton Rd., S.W.9, Brixton 7962, Sanderstead 7542. 923-78

**1948 F.W.D.** with 8.4 diesel engine, £475.

**1954 BEDFORD S-type** with Meadows engine, £375.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 923-473

**1957 A.E.C.** Mandator, 9.6 engine, 6-speed gearbox, air brakes, fifth-wheel coupling, 25-ft. York andem axle trailer, £2,250.

**1950 COMMER**, P6 engine, 22-ft. Scammell trailer with S. & W. coupling, £195.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 923-472

**1959**, October, B.M.C. heavy-duty tractor unit, only 37,000 miles, 5.1-litre diesel, 9.00 x 20 tyres, lightly worn, fifth wheel coupling, vacuum brakes, fully recommended at 1675.

**LYLAND GARAGE**, LTD., Ry's and St., off Broad St., Birmingham, 16, Edgbaston 4501-5. 923-285

**COMMER**, 1955, Perkins P6, Scammell coupling, very good runner, £125.

**INTERNATIONAL TD9** caterpillar tractor, 9 ft. hydraulic blade, very good order, £425, Horley 4536. 923-338

## TRAILERS

**CARRIMORE** A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

**CARRIMORE SIX-WHEELERS**, LTD. Carrimore Works, North Finchley N.17. Hillside 3531-2-3-4. 923-883

**TRAILER** Dollys, various size tyres complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 325. 923-962

## Miscellaneous Vehicles (contd.)

**E. C. G. TRAILERS, LTD.**  
HUNDREDS OF RECONDITIONED TRAILERS OF ALL TYPES ALWAYS IN STOCK.  
NEW TRAILERS, ANY PICK-UP IMMEDIATE DELIVERY.  
YOUR SHORT OR DAMAGED TRAILER REBUILT AS NEW.  
**96 HACKFORD ROAD, S.W.9.**  
REL 3852-3. 940-6163

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

**SCAMMELL** trailers, 3-ton, 6-ton, 8-ton. 923-912

**OVER 200** used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform, pantechonics and special types.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. 923-895

**TASKERS** trailers and semi-trailers, for every type of load between 8 cwt. and 35 tons.

**SUITABLE** for most kinds of prime mover, Land Rover, vans and cars.

**COUPLINGS** available: Taskers S.A.E./S.M.M.T. or fifth-wheel type, Taskers D-S double-safety automatic, also mechanical horse.

**TRAILERS** now in stock include: 10-, 12-, 14- and 16-ton super straight (S.A.E.); 3-, 4-, 8-, 10- and 12-ton straight frames (D-S); 12-ton step-frame low-loader (D-S) and 14-ton step-frame low-loader (S.A.E.); 12-ton rear-steering PV semi-trailer.

**FULLY** illustrated leaflets on request.

**TASKERS OF ANDOVER** (1932), LTD., Head Office and Works, Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex."

**LONDON** office: 36 Victoria St., S.W.1. Phone, Abbey 2302. Manchester office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex 66-249. 923-900

**DYSON** super trailers and semi-trailers  
The best of haul investments.

**R. A. DYSON AND CO., LTD.**, "6-80 Grafton St., Liverpool, 18." Phone, Royal 8434. Grams, "Ignition, Liverpool." 923-829

**S. 4-ft.** drop sides, 470 c/w. Butlin, Clarence Pier, Southsea. 923-xB6635

**5-TON** Semi-low-loaders, 6.5, 8-ton flat, 20-ft., Scammell couplings, £100 o.n.o. Pollards Farm, London Rd., Clipping Norton. 923-xA6635

**DROTT** and D.4 trailers, close-coupled 6-wheelers, 2-ft. loading height, two only.

**E.A.A.**, LTD., Tring 3146. 923-6324

## ARLINGTON MOTOR CO., LTD.

**NEW** Scammell 12-ton 25-ft. trailer from stock.  
**HIGH ROAD, PONDER'S END, ENFIELD, MIDDXX.**  
Howard 1266. 923-205

**10-12-TON** Tasker low-loading trailer, knock-out axles, 16-ft. drop sides, £200 each.

**MERTON ENGINEERING CO., LTD.**, Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 923-109

**NEW 11-ton** 25-ft. trailer, fifth-wheel coupling, 9.00 x 20 tyres, hydraulic lifting gear, £520.

**NEW 11-ton** 25-ft. trailer, Scammell coupling, 9.00 x 20 tyres, hardwood floor, £450 used tyres, £510 new tyres.

**RECONDITIONED** 25-ft. Scammell trailer, 36 x 8 tyres, £550.

**1-TON** 2-wheel trailers, as new, £40 each.

**CAMERON GARAGE**, rear of 180-186 Park View Rd., Welling Kent, Bexleyheath 1747. 923-57

**HIGHWAY TRAILERS (GREAT BRITAIN), LTD.**, offer the Warehouseman container, 7 ft. by 7 ft. by 7 ft. outside, 275 cu. ft. inside, capacity 2 tons, £285 each for six or more. Kent House, Market Place, Oxford Circus, London, W.1. Phone, Museum 8901. 924-6328

**HANDS** single axle extending to 40 ft., £225.

**NEW B.T.C.**, 26-ft. 1179 four-in-line. 923-966

**ALWAYS** 20 new tippers in stock.

**24-HOUR** service for Pilot and Edbro tipping gears and spares.

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 923-474

## Miscellaneous Vehicles (contd.)

**NEW 11-ton**, Scammell coupling, 25 ft., £630.

**NEW 12-ton**, S.A.E. coupling, vertical lift, 26 ft., £650.

**NEW 14-ton**, S.A.E. coupling, vertical lift, 26 ft., £675.

**NEW 18-ton**, tandem axle, 26 ft. by 8 ft., £1,300.

**RUBERY OWEN** running gear on above models. Four-in-line available.

**PLEASE** inquire for trade and fleet owner discounts.

**M. AND G. WOOLDRIDGE**,  
HIGH STREET, LYE, WORCS.  
Lye 2201-2. 923-318

**23-FT. SCAMMELL** trailer, cambered axle, with Dodge unit, 2-speed axle, chrome bore diesel engine, 3-speed gearbox, excellent condition, £350. Phone, Garston (Herts) 2232. 923-86787

**7-10-TON** 8-wheeled flat platform trailer chassis, manufactured Templewood Engineering Co., late 21 ft. 6 in. with 7 ft. 6 in. width, fitted twin wheels front and rear, size 29 x 8 new, fitted air brakes, with piping attachments, £275. Le A. Rich, 514 Coldhams Lane, Cherry Hinton, Cambridge. Phone 47597. 923-404

**ONE** near new 23-ft. Scammell trailer.

**20** 30-ft. Tasker trailers.

**JACKERBY AND CO.**, Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 923-414

## BIRD'S COMMERCIAL MOTORS, LTD.

**BIRMINGHAM ROAD, STRATFORD-ON-AVON.**  
Phone, Stratford-on-Avon 3222-3-4, 2136.  
Telegrams, "QUICKSALE."

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**8 U.S. Army** 20-ft. Trailers with large box-bodies, ideal for mobile workshops or offices, fitted with air brakes, front bogie detachable with articulated and fifth wheel couplings. Prices on application. 923-375

## L. F. DOVE (C.V.), LTD.

**BROCKHOUSE** distributors for London and Home Counties.

**NEW** Brockhouse trailers, 6-, 8- and 10-ton straight and drop-frame available from stock, all with automatic interchangeable couplings.

**L. F. DOVE (C.V.) LTD.**, 48 Lower Addiscombe Rd., Croydon. Addiscombe 3131. 923-346

**YORK** 12-ton articulated trailers, 28-ft. platform bodies, S.A.E. pin, in first-class order, £950 each.

**B.T.C.** bodies, air vacuum brakes, in first-class order from £350.

**SCAMMELL** trailers, all sizes, 15 ft. to 30 ft., new and used, in stock, from £75.

**10-12-TON** articulated low loader, 18 ft. in well, knock-out axle, S.A.E. pin, as new and unused, £550.

**7-8-TON** drawbar low-loading trailer, 15 ft. in well, knock-out axle, in first-class order, £350.

**3-4-TON** Lolode tandem-axle trailers with winches, etc., in excellent order, £150 each.

**BRAND-NEW** Scammell 11-12-ton 25-ft. trailer, £550.

**DYSON** 16-ton tandem-axle trailer, S.A.E. pin, 25-ft. platform body, in very good order, £500.

**ALSO** a large number of other types in stock.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 923-246

**1960 Primrose** 12-14-ton semi-trailer, S.A.E. coupling, vacuum brakes, 9.00 x 20 tyres, 23-ft. detachable sides, excellent condition. Sheldon and Co., Tootington 81. 923-427

## Trailers Wanted

**4-WHEELED** sightlatch trailers. Tring 3146. 923-6325

**8-12-TON** articulated pole trailer, 9.00 x 20 tyres.

**8-Youngs** Garage of Banbury, Ltd., Warwick Rd., Banbury. Phone 3116-7. 923-44

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**DAVIES**, S.A.E. 5th-wheel coupling, factory reconditioned, exchange service and spares, Thundridge, Nr Ware, Herts. Ware 2288-9 or Hertford 3334. 923-862

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**CAR** transporter required complete unit, trailer or conversion must carry three, four or five, one in poor condition would suit if cheap. King's Motors, 11 Wilfred Rd., Bournemouth 37818. 924-x6763

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**USED UNITS**, Whittlefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 923-649

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**1953 A.E.C.** 8-wheeler, all spares including 5-speed gearbox, Commercial Vehicle Spares (Morley), Scotchman Lane, Morley, Yorks. Phone 1847. 924-915

**ALL** spares for 9.6, Pearl Garages, Ltd., 37 South Ealing Rd., W.5, Ealing 9046. 923-81

## Spare Parts and Supplies (contd.)

**NEW** reconditioned transfer boxes for Matador, new injector pumps, Cundey and Stewart, Ltd., Alfreton, Derbys. Leabrooks 477. 923-668

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**RECONDITIONED** engines with accessories, 6 x 4 and 4 x 2, 45; new cylinder blocks with pistons and bearings, £10; 34-litre crankshafts, £6; gearboxes, £10; 4 x 4 transfer cases, £18; 4 x 4 and 5-ton differentials, £16; 6 x 4 differentials, £20; axleshafts, £3.

**L. W. VASS LTD.**, Ampthill Bedford. Ampthill 3255-6. 923-875

**JOHN CHARLTON (BOLTON), LTD.**, commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

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**AUSTIN** Loadstar spares, huge discounts  
**RAD-REPS LTD.** Lawrence Estate, Green Lane,  
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**AUSTIN 4 x 4** front and rear axles; also differentials  
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W.5 Ealing 5108. zzz-836

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**AXLE** cases, O, A and S; also differentials and hubs,  
Turner and Knight, Ealing 4298. zzz-912

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Spares suitable for all models. zzz-648

**QL** New crown wheel and pinions, £6 each; second-  
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for QL and OY. Cundey and Stewart, Ltd., Alfreton,  
Derbys. Leabrooks 477. zzz-725

**JOHN CHARLTON (BOLTON) LTD.**, commercial  
vehicles and spares, Bent Street Works, Kearsley, near  
Manchester. Phone, Farnworth 1884.  
**SPARES** for most types available. zzz-916

**AUTOREX (LIVERPOOL) LTD.**, vehicle dismantlers,  
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**PASSENGER AND COMMERCIAL VEHICLES.**

**FULL** range of genuine spares and exchange units;  
quick repairs and breakdown service. zzz-779

**JOHNSON-ROBERTS LTD.** have been supplying  
exchange Bedford 28 h.p. "Short Motors" for 16 years.  
Why not try one for yourself? £24 net trade or £29 10s.  
with sump and reconditioned oil pump. Every cylinder  
block is tested and surface ground. For full details write  
or phone London's oldest-established engine reconditioning  
concern, Johnson-Roberts, Ltd., 12 Pembroke Rd.,  
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**BEDFORD QL** transfer boxes, £18; O.S. cab doors  
complete, £1 10s.; windscreen glasses, 25s.; crown  
wheel and pinions, 6/3; 25; OY rear axle 6/4 ratio,  
£35; O.S. front wings, £3; reconditioned engines, c.w.  
accessories, £45; cylinder blocks, c.w. pistons, 620, £7;  
crankshafts, 26. zzz-872

**L. W. VASS LTD.**, Amptill, Bedford. Amptill  
3255-6. zzz-872

**BEDFORD 28 h.p.** Ministry reconditioned engines, com-  
plete with clutch and all accessories, at £55. G. R.  
Irani and Co., 10 St Dunstan's Hill, E.C.3. Min 6374.  
zzz-886

**BEDFORD** crankshaft 7055851 at £5; cylinder head  
7067610 at £6; S.K.F. bearing 40023 at 18s.; con-rod  
bearings 2, 1079 at 4s.

**BOROPLEX LTD.**, Cubitt Town Wharf, Millwall, E.14.  
East 4911. 923-737

**PISTONS**, sizes .020, .040 and .060 Bedford crankshaft  
part No. 7055851; Bedford cylinder blocks part No.  
7125648 and exhaust valves part No. 6066799; cylinder  
head assemblies, new, part No. 7067610; flywheel  
assembly, complete, part No. 7054862. Current stock list  
now available. Hayes (Middlesex) Trading, Ltd., 73-74  
Prince Regent Lane, Plaistow, London, E.13. Albert Dock  
5601-2. 923-85

**ONE S-model** petrol engine, complete with all acces-  
sories, nearly new, £50. Cousins Transport, Ltd.,  
Sible Hedingham, Essex. 924-6344

**BREAKING** Bedford 7-ton S-type, R6 engine, good cab  
and spares. New Cross 2158. 923-190

**VARIOUS** spares for 7- and 5-ton O and S models,  
including heavy-duty springs. Phone, Bal 1616.  
923-184

## Spare Parts and Supplies (contd.)

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**BEDFORD** axles, front and rear, 3-5-ton models; also  
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worn tyre bargains, all sizes in stock. Example:  
7.00 x 20, £6; 7.50 x 20, £7; 9.00 x 20, £9. Cash-cheque-  
postal order with order. Prices include delivery. We are  
receiving regular repeat orders from many large concerns  
all over the country. All goods sent on 14 days' approval  
against our money-back guarantee, whether used or unused.  
Write or phone for quotation for any sizes not shown.  
**R.E.F. CM.**, The Sterling Tyre Co., Ltd., First Avenue,  
Montagu Industrial Estate, Edmonton, London, N.18.  
Phone, Edmonton 7373. zzz-6273

## Spare Parts and Supplies (contd.)

**CLAPTON TYRE SERVICE.** Sound part-used tyres.  
32 x 6 I.L. 65s; 32 x 6 H.D. 65s; 7.50 x 20,  
8.25 x 20, 10s; 36 x 8, 9.00 x 20, 11s; 10.50 x 20,  
13s. Money refunded if tyres not approved. Send cash  
with order 106a Crickfield Rd., Clapton, London, E.5.  
Phone Amh 7073. zzz-875

**36** X 8, 12-ply, £23 10s.; 14-ply, £75 10s.; 8.25 x 20,  
12-ply, £22; 14-ply, £23 14s.; 9.00 x 20, 12-ply,  
£24 5s.; 14-ply, £25 10s. New tyres, carriage paid, other  
sizes pro rata.

**THE BRITISH RUBBER CO.** Station Buildings, Station  
Rd., Baiton Yorks. Phone, Shipley 55427. zzz-891

**TYRES** for sale: Remould 12.00 x 20 (14-ply), £18.  
New 10.50 x 16 (12-ply), £17 10s. Both carriage  
paid.

**QUOTATIONS** given by phone or return of post on:  
Part worn 14.00 x 20 (18-ply) and 11.00 x 20 (12-ply)  
in Trak Grip or civilian pattern, and all other sizes.  
**FELTHAM RUBBER CO.**, Green Man Lane, Feltham,  
Middx. Feltham 4121. zzz-6289

**NEW** standard-tread tyres: 7.50 x 16 6-ply, £9; 6.25,  
6.50, 6.70 x 16 6-ply, £7; 7.00 x 20 10-ply, £13;  
new Trak Grip-tread tyres: 8.25 x 10 14-ply, £15; 6.00 x  
16 6-ply, £5 10s. New remoulds, standard tread: 5.25 x  
16, £4; 5.75 x 16, £5. Cheques with orders, please. Tyres  
dispatched per B.R.S. carriage forward. Trade supplied.  
Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone,  
Leabrooks 47. zzz-18

**H. MATTHEWS, LTD.**, 89.97 Stockwell Rd., S.W.9.  
Phone, Brixton 2026. (Established 55 years.)

**THE** tyre specialists offer among many others the  
following bargains: Brand new, unused 14.00 x 20  
remoulds, 13.00 x 20 remoulds, as above, 10.11 x 20  
remoulds. Write, phone or call with your requirements.  
923-669

**200** 11.00 x 20 Trak Grip first-class remoulds, £15  
each.

**50** 10.50 x 16, £10 each.

**50** 9.00 x 16, £9 each.

**20** 12.00 x 20, £17 10s. each.

**200** 14.00 x 20 18- and 20-ply good second-hand track  
and standard treads from £10 to £15 each.

**100** 9.00 x 13, 90% profile with front hubs, £5 10s.  
each.

**SHEFFIELD TYRESTOCKS**, 112 St. Phillips Rd.,  
Sheffield, 5. Phone 21323. zzz-222

**SEVEN** new 10.00 x 20 tyres and tube, complete, £15  
each.

**FOUR** 38 x 8 new remoulds, £10 each. Apply Station  
Yard, Beighton, Sheffield. Phone 52068, after 6 p.m.  
923-450

## Tyres and Tubes Wanted

**WANTED**, tyres of all types and sizes, spot cash  
H. Matthews, Ltd., 97 Stockwell Rd., London.  
S.W.9. Brixton 2026. zzz-916

## WELDING

**ANGELL AND WILLIAMS (PICKHAM), LTD.**, the  
specialists in welding repairs to defective crankcase  
blocks, heads, gearboxes, etc.

**TRAFALGAR BRIDGE WORKS**, Sumner Rd.,  
London, S.E.15. Rodney 3559. zzz-602

August 25, 1961—THE COMMERCIAL MOTOR 77  
(Supplement)

## Spare Parts and Supplies (contd.)

**BARIMAR** for scientific welding repairs under Barimar  
money-back guarantee. Cracked and broken cylinder  
blocks and heads, cracked and worn valve seats, smashed  
crankcases, broken crankshafts and all other motor and  
diesel parts, perfectly repaired by Barimar. Speedy  
delivery and low costs. Barimar House, 22-24 Peter-  
borough Rd., Fulham, London, S.W.6. Renown 2147-B.  
Night calls, Renown 2148. Grams, Bariquamar, Walsgreen,  
London. Branches at Birmingham, Newcastle upon Tyne  
and Glasgow also operating at full blast. zzz-750

## WHEELS

**CROSSROADS COMMERCIALS, LTD.**, Gildersome,  
near Leeds. Morley 4144-5-6. All makes and sizes in  
stock. zzz-988

**JOHN CHARLTON (BOLTON), LTD.**, commercial  
vehicles and stores, Bent Street, Works, Kearsley, near  
Manchester. Phone, Farnworth 1884  
**2,000** Wheels in stock of all types and sizes. English  
and American. zzz-918

**SECOND-HAND** wheels, most sizes in stock, recondi-  
tioned as new. Philip Lee, Ltd., Rutland St., Ilkerton,  
Derbys. Phone 3590. zzz-6226

**BEDFORD, Commer A.E.C., Ford** and most others,  
also wide-base conversion sets, 20,000 in stock.  
**TURNER AND KNIGHT**, Southfield Paddock, Pope's  
Lane, Ealing, W.5. Ealing 4296. zzz-913

## WHEELBASE EXTENSIONS

**BAICO** wheelbase extensions to all popular makes of  
commercial vehicles, including Austin, Bedford,  
Commer, Dodge, Ford, Guy, Morris, etc. Baico Patents,  
Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick  
2286-7. zzz-910

**CHASSIS DEVELOPMENTS, LTD.**, Skimpot Industrial  
Estate, Luton 52371, for Bedford wheelbase extensions  
and York third-axle conversions. 912-6270

**ARTERIAL MOTOR BODIES, LTD.**, Salhouse Rd.,  
Norwich. Phone, Norwich 46222, undertake guaranteed  
wheelbase chassis extensions on all makes. zzz-901

**1958** Boys trailing axle extension suitable for Com-  
mer T33 with air brakes, complete with wheels  
and body, £225.  
**PETERBOROUGH ENGINEERING CO., LTD.**, 36  
Lye Rd., Peterborough. Phone 66161. 924-6348

## WINDSCREENS

**PERSPEX** cut to size and pattern. Denny, Ltd., 13  
Netherwood Rd., W.14. She 5152, 1426. zzz-657

**WINDSCREEN** assemblies, half-drops, sliding windows,  
manufactured alloy brass-steel, Quick frame repairs  
and reglazing service. British Steel Frame Co., Ltd., 205  
Cambridge Heath Rd., London, E.2. Shoreditch 3272-5.  
zzz-823

(Continued on next page)

# CLASSIFIED ADVERTISEMENT ORDER FORM



Bowling Green Lane, London, E.C.1

PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT.....ISSUE/S

UNDER THE HEADING OF.....

Rate 11d. per word (minimum 12 words 11/-) • Box Numbers: allow

4 extra words plus 1/- registration fee • Press Time: 10 a.m. Tuesday.

					Min. 11/-
11/11	12/10	13/9	14/8	15/7	16/6
17/5	18/4	19/3	20/2	21/1	22/-
22/11	23/10	24/9	25/8	26/7	27/6
28/5	29/4	30/3	31/2	32/1	33/-

★ Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

REMITTANCE ENCLOSED FOR...../.....

Remittances should be crossed and made  
payable to TEMPLE PRESS LIMITED.

SIGNATURE: \_\_\_\_\_

## MISCELLANEOUS ADVERTISEMENTS

### ACCOMMODATION

#### CATERING—WEST COUNTRY.

**PAIGNTON HYDRO HOTEL.** The most popular coaching hostel in Turbay. 100 bedrooms, all modern amenities. Fully licensed. Offer accommodation for Saturday nights only, fully booked for remainder of 1961 season. Two large restaurants are available for luncheon parties. Menus available at reasonable prices. Own coach/car park. Apply, Mr. W. J. Gent, M.H.C.I. Phone 56333 zzz-782

#### BUSINESSES, PREMISES, OFFICES, ETC.

**LIVESTOCK** haulage business for sale, one vehicle. L. North Kent. Particulars: Ralph Cropper, 49a Eagle St., W.C.1. 923-50

**HEAVY FOUNDRY BUILDINGS AND CRANES** OWING TO REVISION OF FOUNDRY DEVELOPMENT PROJECT APPROXIMATELY 40,000 SQ. FT. HEAVY STEEL FRAMED BUILDINGS.

#### FOR SALE.

**STEELWORK AND TWO 10-TON OVERHEAD ELECTRIC CRANES** IN AS NEW CONDITION. MAIN BAYS APPROXIMATELY 31 FT TO CRANE RAILS.

**BUILDINGS PRESENTLY DISMANTLED, MARKED AND READY FOR RE-ERECTION.**

#### APPROXIMATE PRICE

**£22,500**

ON SITE.

**ERECTION SERVICES IMMEDIATELY AVAILABLE.**

Enquiries to: Mr. Donald Campbell.

**WILSON PIPE FITTINGS, LTD.**

IRVINE, Ayrshire.  
Phone: Irvine 2512-7.

923-47

**FOR SALE,** A licence haulage business, south Yorkshire, two vehicles, unladen weight 12 tons, wide normal user. Box CM233, care of "The Commercial Motor." 923-145

AVAILABLE SHORTLY.

#### TO LET.

IN

**WARRINGTON LANCs.**

**PREMISES SUITABLE FOR TRANSPORT DEPOT, NEAR TOWN CENTRE, ALSO CLOSE TO NEW MOTORWAY.**

All services, including fuel storage. These premises are ideal for large artics, and pallet storage. Area approx. 4,000 sq. yds. Advertiser would consider joint operation with a transport company.

**BOX CM234.**

CARE OF "THE COMMERCIAL MOTOR."

923-144

**FOR SALE,** two A licensed articulated vehicles, Metropolitan area, good normal user. Box CM237, care of "The Commercial Motor." 923-x6788

**HAULAGE business,** Birmingham, comprising of three vehicles with A licences approx 10 tons for most goods. Great Britain, only £1,950.

**HAULAGE Business,** based Manchester, two B licences, modern vehicles, very wide user conditions, limited company, £1,350.

**NEW Commer TS3 7-ton long-wheelbase lorry,** 9.00 x 20 tyres, air brakes, etc., with A licence South Eastern Area.

**1957 BEDFORD 7-ton long-wheelbase lorry** with A licence, North West Area.

**1959 Thames Trader 7-ton long-wheelbase lorry** with A licence, South Eastern Area near London, Limited Company.

**FULLER** particulars of the above supplied on request and some hire-purchase terms are available.

**WILDE AND BENNETT, LTD.,**

HADFIELD.

HYDE, CHESHIRE.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

923-235

**COACH business,** excellent contracts, private hire, freehold premises, good opening, garage repairs, well situated, Berks Box CM236, care of "The Commercial Motor." 925-x6997

a62

### Miscellaneous Advertisements (contd.)

**WEST MIDLANDS:** Long-distance transport business for sale with 24 tons A licences and 5 tons B licences, modern fleet of six vehicles and trailers, full range of equipment and freehold premises, comprising garage, yard, office and manager's house. Rabjohns, Leopard and Co., 1 and 2 College Yard, Worcester. 923-23

**FOR sale,** haulage business, comprising 14 tons A licence, 15 tons A contract licence and 42 tons B licence in North-West. Freehold garage, 5 acres freehold land, suitable for smallholding, planning permission for petrol station and house, both approved. Fully equipped garage with office accommodation. Reason for sale, family dispute. Balance sheet produced. Principals only. H.P. if required. Box CM2311, care of "The Commercial Motor." 924-6346

### Businesses, Premises, Offices, Etc., Wanted

**ADVERTISER,** experienced removals/transport, seeks small business. Southern Home Counties preferred. would consider directorship in larger concern. Box CM2210, care of "The Commercial Motor." 923-x6604

### BOX NUMBER ADVERTISEMENTS

Are available to advertisers for an extra charge of 4/8.

**REPLIES** are forwarded immediately upon receipt and all received up to 5 p.m. dispatched the same day.

**URGENT REPLIES may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.**

**BOX NUMBERS** should be copied accurately, printed clearly and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, EC.1.

**MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS.**

**WANTED,** haulage businesses with Ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission as we have numerous clients on our books.

**WILDE AND BENNETT, LTD.,**

HADFIELD.

HYDE, CHESHIRE.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

923-234

**HAULAGE business,** general goods, M.E.T. area, from 5-20 tons. Percy, D. Sleetman, 91 Cowley Rd., Mddx, Uxbridge (UX) 57847, after hours, Ivor 561. 923-212

### CONTRACT HIRE

**CONTRACT hire** of Land Rovers and light vans.

**COOMBS COMMERCIALS (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 923-223

### FORK-LIFT TRUCKS

**MOBILIFT 1,500-lb capacity fork-lifts,** single-cylinder air-cooled engines, good working order, £240.

**W. VASS, LTD.,** Ampthill, Bedford. Ampthill 3255. 923-815

### HAULAGE AND BACK LOADS

**A number of 1959 and 1960 tippers and flats** for sale, plenty of work available. Royal 7174. 923-902

**OWNER-DRIVERS** wanted, A or S.A. licences, 8-10-ton vehicles, regular work, London to Southampton and Southampton to London, prompt payment. Would consider contract. Box CM231, care of "The Commercial Motor." 923-146

### INSURANCE

**PAUL CHILDS, LTD.,** insurance specialists. See our displayed advertisement on page 20. 923-631

### Miscellaneous Advertisements (contd.)

#### MISCELLANEOUS

**WAKEFIELD** hydraulic lifts (air), 41 tons, single ram maximum lift 4 ft., track 22 in., overall 7 ft. 6 in. length of ram 22 ft. Tate and Lyle, Ltd., Pitsay Lane, Keynsham, Bristol. 924-x6783

#### SECURITY PARKING

**WHEN** in Liverpool park at Bankview Service Station on Derby Rd., two miles north from the dock tunnel entrance. Phone, Bootle 5474. Weighbridge available, capacity 40 tons. Enclosed parking with 24-hour service. 922-861

#### SITUATIONS VACANT

**A.M.I.M.** City and Guilds, A.M.I.Mech.E., etc., or "No pass, no fee" terms. Over 90% successes. For details of exams and courses in all branches of auto., diesel, aero, mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. 922-812

**THE** services of a qualified commercial vehicle salesman are required by a leading West Country Austin distributor. Applicants must be capable of operating without undue supervision and be prepared to canvass and develop a territory. Preference will be given to one already experienced in Austin products. Please give brief sales history and salary expected. All replies will be treated with strictest confidence and answered within 14 days. Box CM216, care of "The Commercial Motor." 923-6284

**FIRST-CLASS** commercial fitters required, top rates, bonuses, fair amount of overtime for good men of all round experience. Preferably with Albion-Leyland experience and single men. Permanency. Leonard Beer and Co., Ltd., The Causeway, Redbridge, Southamption. 923-6292

**IMPERIAL CHEMICAL INDUSTRIES, LTD.,**

BILLINGHAM DIVISION.

HAS A VACANCY

FOR AN

ASSISTANT

TRANSPORT MANAGER.

THE ACTIVITIES OF THE DIVISION INCLUDE TRANSPORT BY RAIL, ROAD AND SEA. THE SUCCESSFUL CANDIDATE WILL HAVE OPERATIONAL CONTROL OF A PORTION OF THIS ACTIVITY.

Applicants should have experience and knowledge of one or more of these fields. Those with shipping experience are of particular interest.

Appointments are pensionable and carry attractive salaries. There is a profit-sharing scheme and assistance can be given to married men towards house purchase and removal expenses.

Write, giving brief details of age, qualifications and experience, quoting reference G/F4, to—

THE STAFF MANAGER,

**IMPERIAL CHEMICAL INDUSTRIES, LTD.,**

BILLINGHAM DIVISION.

P.O. BOX NO. 1,

BILLINGHAM.

C. DURHAM.

923-54

**KENT COUNTY COUNCIL** require assistant mechanical Engineer for Roads Department Central Repair Depot, Aylesford near Maidstone. Applicants must have served either an apprenticeship in general mechanical engineering or hold the H.N.C. or a degree in mechanical engineering. Experience in repair and maintenance of mechanical vehicles and civil engineering plant essential. Salary within scale £960-£1,140, according to qualifications and experience. Applications, stating age, qualifications, experience, present appointment and salary, and giving two referees to County Surveyor, County Hall, Maidstone, August 24, 1961. 923-6294

**GOOD** storekeeper-counter hand required, high wages with excellent prospects. Apply Green Garage Ltd., 641 Staines Rd., Bedford, Middlesex. 925-6296

**WANTED.** Experienced warehouseman, general goods with some furniture experience preferred, knowledge of simple stock records, etc. Paddington area. Box CM222, care of "The Commercial Motor." 923-6365

**FITTERS** experienced in heavy commercial chassis and engines required. Apply Box CM218, care of "The Commercial Motor." 923-403

## Miscellaneous Advertisements (contd.)

### COMMERCIAL Vehicle Salesmen.

**WESTGATE MOTORS (WAKEFIELD) LTD.**, require a senior commercial vehicle salesman. This is a position for a man of integrity, with drive and initiative, and carries a reasonable basic salary supplemented by commission to a maximum limited only by the individual's selling capacity. References are essential and applicants must have an all-round knowledge of the trade. Write in the first instance to Austin House, Wakefield, Yorks. 923-27

**TRAFFIC Clerk** required for C-licensed fleet, East London, must be experienced in planning loads and routing, some experience bulk liquids an advantage, pensionable position. Apply in confidence stating age, experience and salary required. Write Box ZD639, Deacon's Advertising, 36 Leadenhall St., E.C.3. 923-51

**SALES Manager** required to take charge of commercial vehicle department of Austin Commercial Vehicle Distributors in the Birmingham area, applicants must have wide knowledge and experience of commercial vehicles and be able to accept responsibility, permanent position, for the right man, please reply giving details in full confidence to Box CM232, care of "The Commercial Motor." 923-6347

### TRAFFIC MANAGER

required for old established hauliers in the north-west, able to establish and develop regular traffic from the Midlands area, good salary and commission with prospects of further advancement to the right man, Reply Box B121, Lee and Nightingale, Liverpool, 2. 924-6340

**EXPERIENCED** commercial vehicle salesman required for operation in the south/western counties. Apply Commercial Motors (Exeter), Ltd. Water Lane, Exeter. Phone, Exeter 59206. 923-6341

**TRAFFIC clerk** required to take charge of London office of Scottish haulier. Must be able to maintain and expand existing business. State experience and wage required. Lawson Brothers (Kirkintilloch), Ltd., 30 High St., Kirkintilloch. 923-49

**EXPERIENCED** commercial vehicle salesmen required. The more experience you have, the greater your remuneration, both in salary and commission. All expenses paid, car supplied. Apply in writing to W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. 923-536

**SKILLED** commercial-vehicle Mechanic required. Albion and Leyland experience preferred but not essential, top rate paid, overtime available, house provided. Apply to Chief Superintendent Engineer, Vehicle Hire and Supply Co., Ltd. (Color Gas Transport Section), 36 Higham Rd., Rushden, Northants. 923-231

### EXPRESS OF CLERKENWELL 4425

HAVE VACANCIES FOR—

FITTERS,

with or without diesel experience, for new commercial vehicle service department opening shortly, good rates and clean conditions.

RECEPTION ENGINEER

FOR CAR SERVICE DEPARTMENT.

YARD MARSHAL.

ALSO

PETROL PUMP ATTENDANT.

150 GOSWELL ROAD, E.C.1. 923-409

**MOTOR** vehicle cost clerk required for commercial vehicle workshop in Wembley, must be able to type, excellent salary. Box CM2310, care of "The Commercial Motor." 923-387

### SITUATIONS WANTED

**TRANSPORT** manager desires position with industrial company, nation-wide experience, Midlands preferred. Box CM2213, care of "The Commercial Motor." 923-4646

**TRAFFIC Assistant** 24, bachelor, at present on long leave from Kenya, Bus Services, Ltd., desires similar position at home or overseas, four years' experience. Box CM239, care of "The Commercial Motor." 923-36781

### STORAGE AND DISTRIBUTION

**LENHAM STORAGE CO., LTD.**, near Maidstone, Kent, Southern England's foremost warehouses, capacity 31 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines) 222-792

### TENDERS

COUNTY BOROUGH OF BOLTON.

**OFFERS INVITED FOR PURCHASE AND IMMEDIATE REMOVAL OF:—**

15 SURPLUS  
CROSSLEY DOUBLE-DECK OMNIBUSES,  
TYPE 42/3, FUEL OIL DRIVEN.

Particulars from Transport General Manager, 147 Bradshawgate, Bolton.

Tenders to reach the Town Clerk, Town Hall, Bolton by September 13, 1961, in plain sealed envelope endorsed "Tender for surplus motor omnibuses, etc.," but bearing no name or mark indicating the tender. 923-25

## Miscellaneous Advertisements (contd.)

### MANCHESTER CORPORATION WATERWORKS.

**TENDERS INVITED FOR THE SUPPLY AND DELIVERY TO POLAND STREET GARAGE, MANCHESTER, OF:—**

ONE 25-CWT. AND THREE 5-CWT.

FORD VANS.

Schedule, Conditions, etc., and form of tender returnable by September 4, 1961, obtainable from the Secretary, Waterworks Offices, Town Hall, Manchester, 2. 923-52

### SURREY COUNTY COUNCIL

INVITE TENDERS FOR THE PURCHASE OF

22 COMMERCIAL AND B.M.C. VANS.

Specification and Form of Tender obtainable from the County Engineer, HIGHWAYS AND BRIDGES DEPT., COUNTY HALL, KINGSTON-UPON-THAMES. 923-29

### COUNTY BOROUGH OF DARLINGTON

MOBILE LIBRARY.

**TENDERS ARE INVITED FOR THE SUPPLY OF A MOBILE LIBRARY.**

Drawing, Specification and Form of Tender may be obtained from the Borough Surveyor, Town Hall, Darlington, on payment of a deposit of £1 ls., which will be returned on receipt of a bona-fide Tender. Tenders to be sent to me, to arrive not later than noon on October 6, 1961.

C. N. S. NICHOLSON,  
Town Clerk.  
924-6349

### COUNTY BOROUGH OF WALLASEY

AMBULANCE VEHICLES.

**TENDERS ARE INVITED FOR THE SUPPLY OF:**

(a) ONE DENNIS AMBULANCE AND OFFERS ARE INVITED FOR DAIMLER AMBULANCE, REGISTRATION NO. AH9599 (FIRST REGISTERED 12.10.56) IN PART EXCHANGE.

(b) ONE AUSTIN 152 OMNICOACH AND OFFERS ARE INVITED FOR OMNICOACH, REGISTRATION NO. DHF972 (FIRST REGISTERED 15.11.56) IN PART EXCHANGE.

Specifications and forms of tender, etc., may be obtained from the Chief Fire Officer, Central Fire Station, Manor Road, Wallasey. Completed tenders should be returned in the envelope provided to reach the undersigned not later than Friday, September 8, 1961.

A. G. HARRISON,  
Town Clerk.  
923-253

**Boys 3RD AXLE SUSPENSION**  
HENRY BOYS & SON LTD.  
OXFORD ST. WALSALL W1381

**LOOK THE ONLY UNIVERSAL INJECTOR EXTRACTOR ABCO**  
EASTERN GREEN ROAD  
COVENTRY CV6134

**FOR ALL NEW THAMES & USED VEHICLES DAGENHAM MOTORS**  
WOOLWICH  
WOO 7771  
TRUCK SALES DEPT.

## BOOKS AND PUBLICATIONS

**MAINTENANCE RECORD** (Charnwood Series No. 591). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

**DIESEL** oil stock books. Cost books, etc. Send for descriptive list.

**CHARNWOOD PUBLISHING CO., LTD.**, Coalville, Leicestershire. 222-809

**THE OPERATORS' GUIDE TO THE TRANSPORT ACT 1953**. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**MOTOR VEHICLE MECHANICS' TEXTBOOK** (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 217 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**THE ROAD TRANSPORT ENGINEER**. Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages, Illustrated, price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**LONDON WHARVES AND DOCKS** (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves, together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 7s. 6d. net (laminated paper boards) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

**"MODERN CLEANSING APPLIANCES"**, by Ashley Taylor. A survey of the municipal cleansing field with information on its practices and appliances both in Great Britain and abroad. Illustrated, 166 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

Be seated by...

**RESIAL**  
MASTERFIT

### COMMERCIAL VEHICLE SEATING of Quality

CAB SEATS specifically for:

AUSTIN 122, Driver or Passenger.  
AUSTIN A101, Driver, Special Tipping Passenger.  
AUSTIN A33, Driver/Passenger.  
AUSTIN A35, Full Bench Seat or Two Passenger.  
AUSTIN 5 Way (Old Model), Driver/Passenger. Illustrated.

AUSTIN 2.3 5 TON (up to 1947) Original Bucket Seats.

AUSTIN A30 and A35, Passenger.

REDFORD 15 CWT., Passenger, Tipping.

REDFORD 15 CWT., Passenger Two-seater.

REDFORD 12 CWT., Car Type Front Seats.

R.M.C. "LD." Driver, Special Tipping Passenger.

COMMER 30 CWT., Driver/Passenger.

COMMER EXPRESS 5 CWT., Driver/Passenger.

COMMER COB, Passenger.

LAND-ROVER Car Type Front Seats.

MORRIS J2, Driver or Passenger.

MORRIS JB, JB, Driver, Special Tipping Passenger.

Note: Blue and full new version is available with single type seats in many cases for larger vehicles.

**VAN REAR PASSENGER** specifically for:

AUSTIN 132, Workmen Lengthwise, Tip-up.

AUSTIN REVEN, Fold-in-to-floor, No Purchase Tax.

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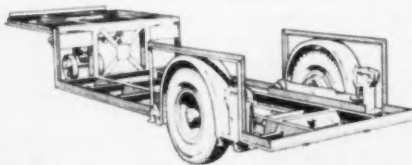
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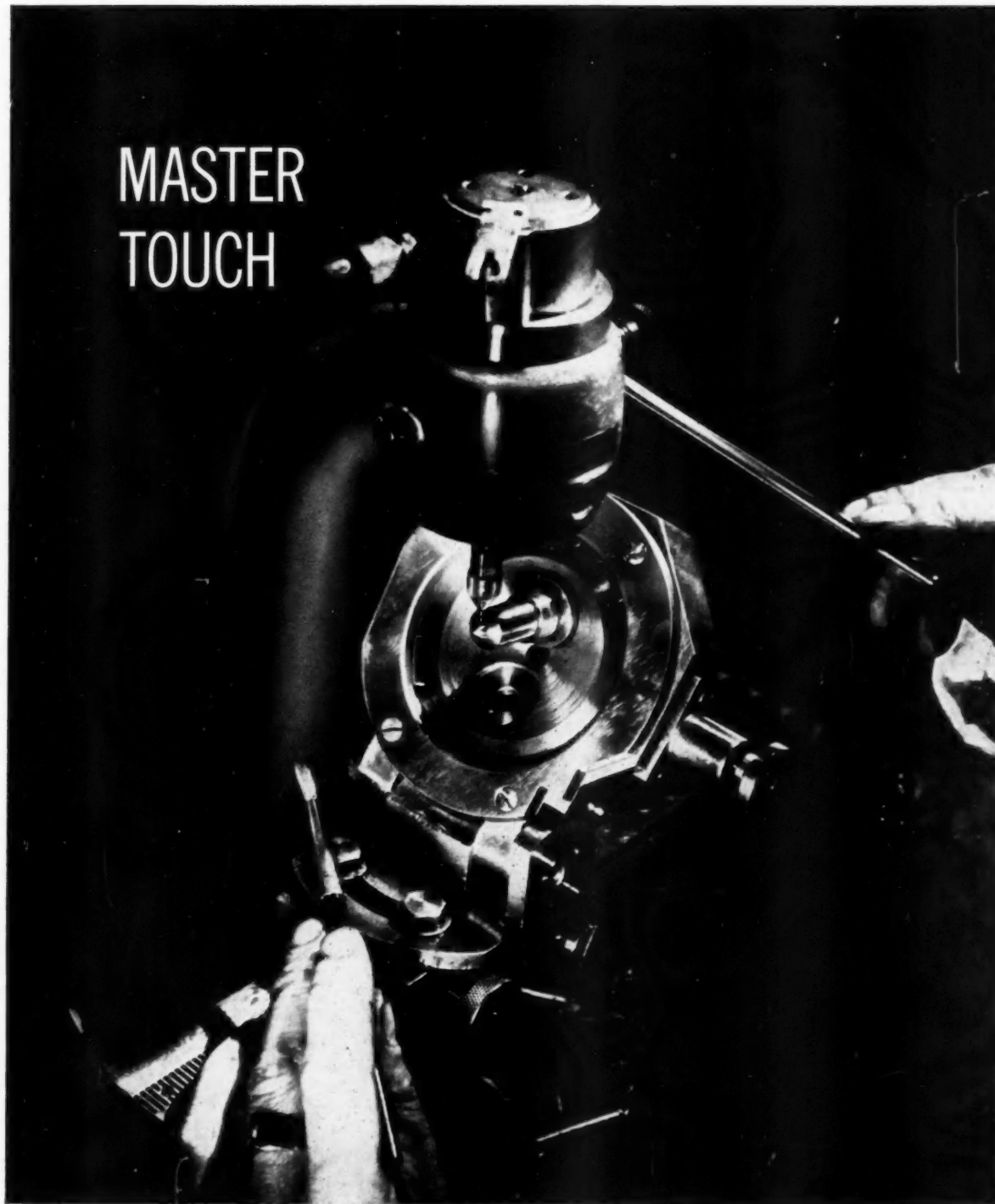
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